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Dollar on Demand—1s. 4½d.
T.T. on New York—22½%
Light Up Time—5.41 p.m.
High Water—20.65
Low Water—14.09

Library, Supreme Court

Hongkong Telegraph.

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No. 1210

六月廿四日英港

SATURDAY, NOVEMBER 12, 1932. 11 JI-11

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1932

SERIOUS ARMISTICE DAY RIOTS IN DUBLIN

Many Injured in Irish Republican Army Clashes with Police

PLAYING WITH FIRE

GIRL'S BEHAVIOUR IN URMI CASE

FINE IMPOSED

Mr. Schofield, at the Central Police Court this morning, found that the charge of indecent assault on Chung Wan, a 20-year-old girl, was proved against Henry Urmil, Swiss motor mechanic, and proprietor of Henry's Motor Service Garage, at Lockhart Road, Wanchai. Accused was ordered to pay the girl \$50 amends and was fined \$200.

His Worship found that extenuating circumstances were presented by the behaviour of the girl, who, he considered, had played with fire for her own amusement and had got burnt in the process.

Mr. W. A. Mackinlay was for the accused.

In giving his decision, his Worship said:—In this case where the charge is indecent assault, the defence set up the plea of consent which, if valid, entitles defendant to an acquittal. Complainant absolutely denies consent of any kind, but admits entering defendant's car voluntarily. It is necessary to choose between the two stories, which are very different; though defendant admits that resistance was shown by the complainant towards the end of the proceedings.

CONFUSED MIND.

It is clear that if complainant is telling the truth throughout, she had not only a most remarkable memory but kept throughout the struggle a perfectly calm and clear mind, noting and observing every detail, though the car lights appear to have been out. This, in itself, is highly improbable and in fact, complainant admits her mind was confused.

There are a number of other grossly improbable details in her story: the capture and release of the boy alleged to have attacked her, and his getting out of the car, an Austin 7, by climbing out of the back seat despite the hood being up; the alleged calling for help as the car went through Shaukiwan; the denial that the car stopped at the entrance to Leymen forts, though complainant observed the notice board there; the statement that her undergarment was torn by the defendant, which is clearly false, as the holes are scissor cuts; and finally, her account of how she got the strip of paper with the Vannini firm's name on it.

IMPORTANT POINT.

This is a most important point. Complainant says she got it in the gutter four or five days before October 19, but defendant declares she got it that night from Vannini godown, and he wrote his address and telephone number on part of it. This is proved by the fact that the two pieces of paper fit at the torn edges.

Complainant says he wrote it as the car was travelling slowly and with one hand holding the wheel; defendant, that the car was stationary by Vannini's godown when he wrote it. The character of the writing proves that complainant's account of the matter is false. It is impossible to make such writing in a moving car.

MOTIVE FOR LYING.

Her motive for lying is obvious, she wishes to save her own character by denying that the car stopped close to her home. I am satisfied that it did, and that she had the chance of going home but did not take it.

It follows that complainant's story can only be believed so far as it is corroborated by other evidence, and that defendant's story is to be preferred. He says complainant was a consenting party to all that happened almost up to the end; and her behaviour was such as to make him believe that sexual intercourse would be the reverse of unwelcome to her. An independent witness for the prosecution here corroborates defendant's story: he is the bombardier who passed the car while it was parked at the entrance into Leymen Barracks; and why testi-

(Continued on Page 14.)

POPPY WEARERS ATTACKED

CORDON ROUND CENTRAL DISTRICTS

DAY & NIGHT OF BATON CHARGES

LONDON, NOV. 11.
DUBLIN WAS CONVERTED INTO A BATTLE-GROUND TO-DAY, THE CONSEQUENCE OF THE GRAVEST DISORDERS IN THE CAPITAL SINCE THE DE VALERA GOVERNMENT CAME INTO POWER. THE OUTBREAK GREW MORE MENACING AS THE NIGHT ADVANCED AND THE POLICE WERE CONSTANTLY ENGAGED IN BATON CHARGES. MANY RIOTERS WERE INJURED AND SENT TO HOSPITAL.

All available members of the police force were called out to cope with the disturbances, which developed from parade through the streets of Dublin of thousands of members of the Irish Republican Army. They marched in military procession and were eventually held up by a cordon of police. The Republicans attempted to force the cordon and a bitter fracas was soon in progress, the police dispersing the demonstrators with baton charges.

POPPIES TORN FROM WEARERS.

Armistice Day observances then became the object of hostile activity by members of the Irish Republican Army. They stoned the windows of shops which were displaying poppies, and committed assaults upon persons wearing poppies, tearing the little emblems from their clothing.

Many arrests were made, but the I.R.A. had broken up into groups and the police had their hands full in maintaining order. Baton charges became more frequent as the night advanced. Finally, the police threw a cordon round the whole of the centre of the city, effected many arrests of persons carrying on the disturbances within the cordon and engaged in numerous encounters with unruly groups.

DEATH THREATS TO COSGRAVE LEADERS.

Meanwhile, in the Dail Eirann, General Mulcahy, a member of the Cosgrave Party, lodged a protest with the Government, declaring that he and several other members of the Party had been threatened with death.

Mr. De Valera declared that every power in the State would be used to the fullest possible in order to preserve the right of free discussion of public questions. No individuals or groups of individuals could assume duties which properly belonged to the State.

Reuter:

SU PING-WEN'S HOSTAGES

Plight of Japanese in Manchuli

RELEASE EFFORT

Harbin, Nov. 12.

The Japanese authorities are continuing their efforts to secure the release of their nationals who were interned at Manchuli when General Su Ping-wen's railway guards went over to the anti-Manchukuo forces.

Captain Yamaki, Military Attaché from the Japanese Embassy in Moscow, is now at Matzavskaya endeavouring to negotiate for the release of the captives.

He has telephoned to the Foreign Office details of the Japanese in Manchuli, stating that forty-four Japanese civilians are interned at the Japanese Consulate, which is in the hands of Su Ping-wen's forces, while 125 Japanese frontier guards, formerly employed at the Consulate by the Manchukuo authorities, together with six civilians, have been confined to prison. Reuter.

THE SIMON PACT OF PEACE

ADVANCE ON THE KELLOGG PACT

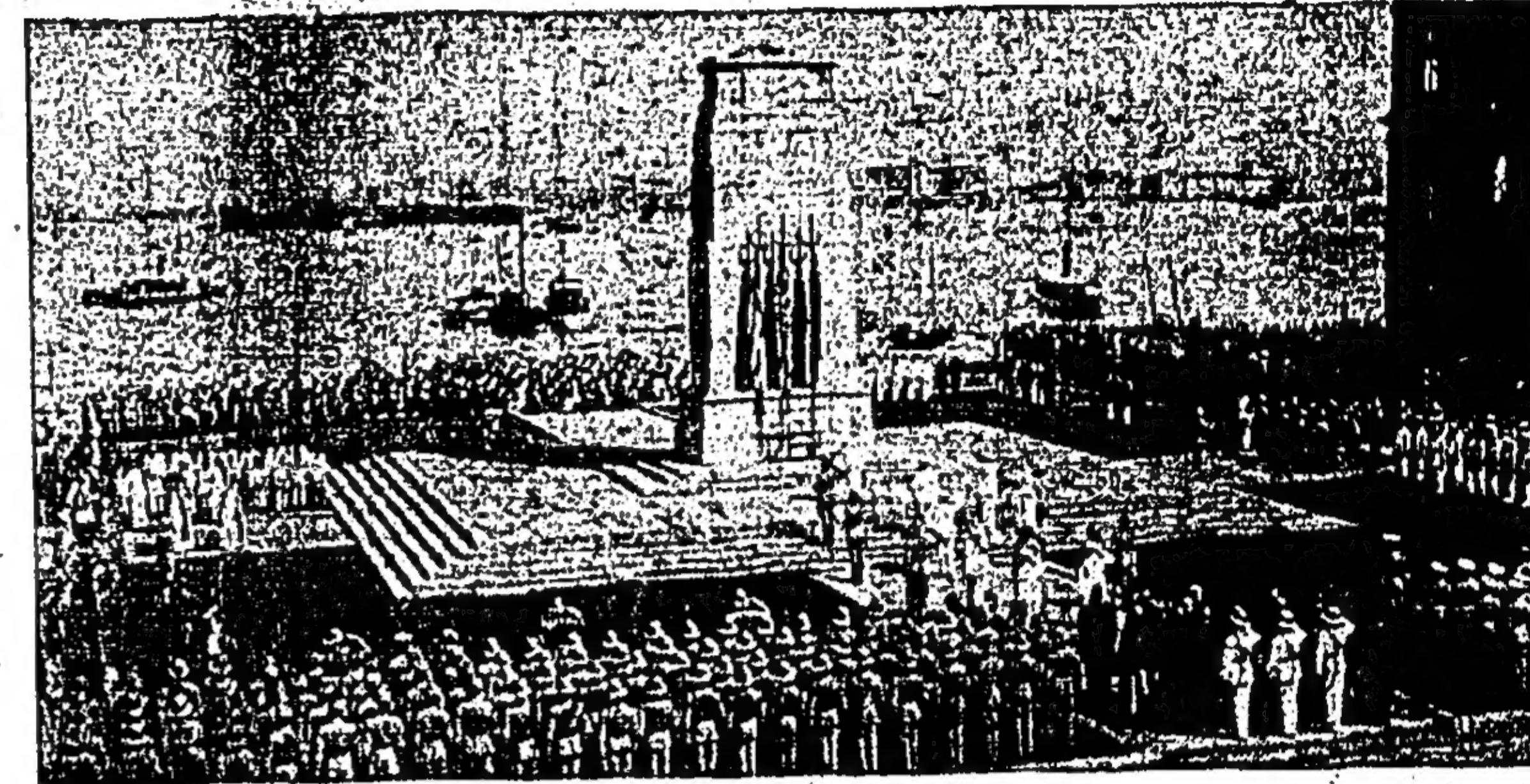
DISARMAMENT HOPES

London, Nov. 11.

Developments of far-reaching importance, which may serve to remove the obstacles impeding progress on disarmament and place the discussion of this vital international problem upon a much more hopeful basis, are likely to occur in the Bureau of Disarmament Conference next week.

Not only will the French plan already outlined be elaborated and expounded by M. Herriot, but Sir John Simon, who is flying to Geneva on Sunday, will present in detail the proposals which are a natural sequel to the British Government's statement of policy contained in his important House of Commons speech last night.

In regard to the proposal that



An excellent general view of the Remembrance Day ceremony at the Hongkong Cenotaph yesterday. (Photo: A. Fong).

EIGHT-DAY DASH TO JO'BURG

LOEW COMPLETES JOURNEY

IN THE SPIRIT OF FUN

London, Nov. 11.
The "Spirit of Fun" has arrived at Johannesburg from Hongkong, after a remarkably fine flight occupying eight days.

The fast Lockheed-Orion machine landed at the Johannesburg aerodrome at 4.02 p.m. to-day. Mr. Arthur Loew, the first Vice-President of the Metro-Goldwyn-Mayer Corporation, stating that the actual flying time from Hongkong was fifty-six hours.

In the course of the flight, they have passed over Indo-China, Burma, India, Persia, Iraq, and Egypt, and the fliers have covered over eight thousand miles.

CAPE ENGLAND RECORD.

The pilot is Captain James B. Dickson, though Mr. Loew is also a pilot and has frequently taken over the controls during the flight. Mr. Joseph Rostahl travelled as a passenger.

The film magnate is in Johannesburg for the purpose of opening the new Metro Theatre there.

After the ceremonies have been completed, Mr. Loew proposes to fly to Cape Town and from there proceed to attach the Cape-England speed record.—Reuter.

LOCAL NEWSPAPER SUPPRESSED

FOR PERIOD OF 14 DAYS

It is notified in the Gazette that the Governor-in-Council has, under the Emergency Regulations, ordered the suppression, for the period of fourteen days, of the printing and publication of the newspaper *Tin Nam Yat Po*.

many's claim to equality of status should be accompanied by a declaration in which the European States would engage not to attempt to force, such undertaking would imply something more than a reaffirmation of the Kellogg Pact which precluded resort to war as an instrument of national policy.

The world is familiar with occasions in which, although there has technically been no resort to war, there has undoubtedly been a resort to force. It is with the idea of precluding the employment of such measures that the proposal is put forward.

A NEW FACTOR.

Sir Astor Chamberlain's last night described the Foreign Secretary's statement as not merely a speech, but a new factor in world politics and a factor with immense power for good. It received practically unanimous approval in the House of Commons and in the press.—British Wireless.

COLONY'S SOCCER ELEVEN

FINALLY CHOSEN LAST NIGHT.

Hongkong's interport soccer team to visit Shanghai at the end of the month was usually selected last night, two changes being made from the side which went down to the Rest of the Colony. The names of the chosen will be found on Page Eight.

(Our Own Correspondent).

London, Nov. 11.

A general strike to last for twenty-four hours is being called throughout the canton of Geneva to-morrow by the Trade Union Committee to mark the protest of the workers against the handing of the riot on Tuesday.

The death-roll as a result of the machine-gunning has now reached twelve, several other victims of the shooting are in a critical condition, the number of hospital cases being thirty-nine.

It is alleged that the second batch of troops ordered out to quell the riot gave the crowds only one chance to disperse and when, highly excited as they were by that time, they failed to do so, a withering fire was poured into them from machine-guns, the square being swept with fire at high. No attempt was made to warn the crowd of the seriousness of the threat to shoot by first sending a volley over the heads of the demonstrators.

There seems little doubt that the Note will be released shortly to the Press. Mr. Stimson, interviewed by journalists in Washington to-day, did not suggest that the United States was likely to withhold publication. He said that the Note had been communicated to President Hoover and that it is unlikely to be published for two or three days.

President Hoover is expected to consult with President-Elect Franklin Roosevelt before replying.

FRANCE FOLLOWS SUIT.

France has taken similar steps it is believed. It is semi-officially stated in Paris that France, like Britain, has delivered a communication to the United States Government on the subject of war debts, though it is understood that it deals solely with the question of the debt payment due from France to the United States on December 15.

The three Continental debtors of the United States are now engaged in a study of the British proposals, hints regarding the purport of which have already appeared in the British newspapers.

FRENCH NOTE RECEIVED.

Washington, Nov. 11.
A French War Debt Note, which

the State Department says is in the same category as the British

was received this evening.—Reuter.

GENEVA BLOODBATH

GENERAL STRIKE TO BE CALLED

RIOT HANDLING PROTEST

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STOP PRESS

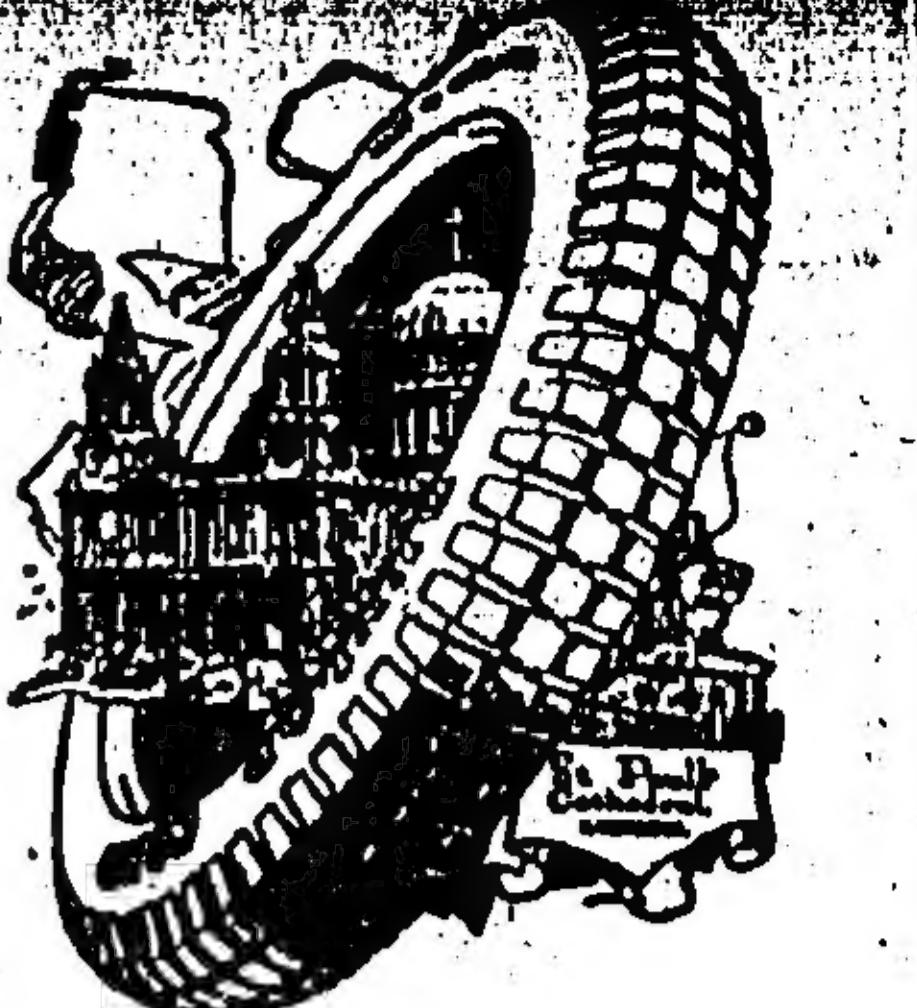
Washington, Nov. 11.
The crew of the Manchukuo gunboat, Sun Li, anchored in the vicinity of the confluence of the Sungari and Murri Rivers, mutinied yesterday.

They killed and threw overboard all the officers and non-sympathizers, and hoisted the Kuomintang flag.

A Soviet gunboat was not permitted to enter the Amur waters.

The mutineers then deserted the gunboat and embarked for an unknown destination by launch.

Reuter.



"Telegraph" Special.

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Reuter.

WAKEFUL NIGHTS FROM DYSPEPSIA

Nothing wears you out more quickly than a period of wakeful, restless nights. The cause of the trouble is usually dyspeptic ulcer, and the remedy is 'Blurred' Magnesia. This preparation calms the stomach, induces healthy slumber by the sensible means of producing peaceful digestion. 'Blurred' Magnesia is obtainable at any chemist's, in either powder or tablet form, and a simple trial will prove its value to the person with a sensitive, delicate stomach and consequent highly-tuned nervous system.



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CALL of the WEST

BY R. G. MONTGOMERY

CHAPTER XX

Dona sat with her father for an hour. He was plainly agitated by Swergin's report but making an effort to conceal his feelings. She tried to keep from thinking of the ride she had promised to take that afternoon. She thought of Ball and wondered if Swergin and his men would ever be successful.

Thinking of Ball kept Dona from surrendering to the panic it triggered at her heart whenever she let her mind return to the proposed ride that afternoon. Ball evidently was a hard-riding, fast-shooting type, utterly fearless and a dead shot with a gun. He would be as much at home in the rough country as a wolf and twice as dangerous. She knew that Swergin and his crew of loggers were no match for such a man.

Finally Asper dropped off to sleep, snoring softly. His age was against him and he had to give in and rest though he had tried to keep awake. Dona stole softly from the room. She met the doctor at the door and he returned to the porch with her.

"Will it be all right for me to be away this afternoon?" she asked anxiously.

The doctor nodded. "Yes, but we have to keep that timber boss away from your father until I say the word."

"I'll see Swergin," Dona promised. "I'll be back to-night," she added.

"No hurry. Your father'll be at a river driver in a few days."

The doctor went inside and closed the door.

Dona wandered down to the corral and watched Malloy rope and ride a wild horse. She waved her hat when he finally forced the snorting, pitching brute to give in to his will. Malloy grinned at her and turned the saddle horse over to one of the other men.

"Take him out and ride him. He's tame now," the corral boss ordered.

"I suppose you'd saddle the roan for me this morning?" Dona asked the question with a sparkle in her eyes.

Malloy nodded.

Dona looked at her wrist watch. It was 11 o'clock. She would have time for a gallop down the canyon before Dudley returned. "All right—saddle him," she smiled.

Malloy slipped a saddle on the roan and brought him to the gate. "Better watch him, Ma'am. He's pretty fresh, the cowboy warned.

Dona smiled disdainfully and leaped into the saddle. The road shook his head and went off as though he had not had several days in which to get back his temper. They headed down the canyon at a brisk gallop.

She had gone perhaps a half mile when she discovered a rider trailing her and halted to wait for the man. He came up with her and pulled his horse to a walk.

"What do you want?" she demanded.

"Swergin's orders, Miss. I'm to ride along with you whenever you leave camp." The man seemed to enjoy Dona's evident flash of temper at his words.

"You might as well ride back and unsaddle. I go where I please."

"Sorry, Miss, but you are not to ride up on the mountain. Down here is all right." The fellow was of a dull type and seemed to be enjoying his present errand.

Dona pulled up her horse sharply and a vexed pout came to her lips. "Oh, I forgot my camera! I wonder if you'd ride back and ask Malloy for it? I'll wait here."

The escort grinned widely. "Sure, Miss." He turned his horse around by jerking on one rein, and trotted back up the slope.

Dona watched until he was almost at the corrals. Then she touched the roan with her spurs and galloped around the hill. As soon as she was out of sight she doubled back and headed for the timbered slopes of Folly Mountain. A smile parted her soft lips as she thought of her bodyguard searching miles down the canyon for her. Several minutes later she saw him galloping down the slope, in mad haste. He disappeared into the canyon and Dona headed the roan for the place where the Blind River trail cut across the ridge.

Dudley was completely forgotten. At first she had been angry with him for not returning and eager to teach him a lesson. Now as she moved up the steep trail she forgot everything except the beauty of the scene.

Her plans were vague, but as she pushed on they began to take shape. She had to admit that the scheme was a wild one and not likely to bear fruit. Still it might work out. At any rate, it would teach Dudley a lesson.

An hour's climb brought her to the saddle in the ridge. True to cow country trails, the Blind River trail wound across the mountain at the lowest point on the watershed. At her back lay the cuttings of the Delo Timber Company, while below her and ahead lay a great forest of virgin timber. Dona halted and gazed down over the dark green of the spruce and pine.

Those giant trees were responsible for the trouble in which she found herself. For them the timber cutters had invaded the ancient range of the cow men. Slopes had been denuded and left to erode. Dona realized as she sat there just what cutting meant to these men who had lived in the open and had known the forests all their lives.

Then she remembered the ruthless manner in which the chosen scout of those cow men was acting and her lips tightened.

"They think they can run us out," she whispered to the roan. "But it takes more than one lone gunman to do that. I'll see that Dad cuts over this slope if I have to order it done myself!"

With a touch of her spurs she headed down into the timber. She would ride to the Blind River headquarters and ask for Stanley Black.

If she found him she would try to enlist his aid. She did not allow any other reason for wanting to see him to enter her thoughts. Stanley

Dudley had not returned when Dona arrived so she did not have the roan unsaddled.

She ate dinner and sat for half an hour with her father but still Dudley did not return. Finally she arose and walked down to the corral. She was highly displeased with Dudley and determined to teach him a lesson. Malloy was sitting in the shade, smoking a cigarette.

"If Mr. Winters asks for me when he comes tell him I'll be back some time this afternoon."

Malloy nodded and went on smoking.

Dona mounted the roan and rode down the hill. Out of the corner of her eye she could see her escort of the morning riding after her. She kept a slow pace and he soon overtook her. It was apparent that he intended to ride along as a companion.

"It will be great fun to ride down

through the canyon," Dona greeted him with a smile. "Yeah. There ain't no use of riding up on that mountain," the man agreed.

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"It will be great fun to ride

TO-DAY'S WANTS.

25 WORDS \$1.50
(\$8.00 If Not Prepaid.)
The following replies have been received:—
890, 836, 044, 046, 971, 992, 098, 12, 14.

POSITIONS VACANT.

HOUSEKEEPER WANTED for small hotel in Kowloon. One with experience preferred. State nationality, and salary required to Box No. 14, "Hongkong Telegraph."

LOST.

LOST on Peak. Puppy aged eight months. Dog, black with white spot on chest, short tail. Finder please communicate 208 Peak, Tel. 20101.

TO BE SOLD

55 The Peak, lately occupied by Dr. Haraton and adjoining the Peak Hospital. Unfurnished. Convenient, comfortable and cool. Six rooms and Dressing room. Four bathrooms, hot and cold water. Modern sanitation. Gas and Electric Light. Use of Tennis Court. Suitable for a Mess of five, or could be easily divided to suit two couples. Close to Train Station and Motor Road. Apply: THE HONGKONG REALTY AND TRUST COMPANY, LIMITED, Exchange Building.

FOR SALE

FOR SALE—MORRIS MINOR Car, 1929 model. New tyres, new hood. Perfect running order. Write, Box No. 13, "Hongkong Telegraph."

FOR SALE—"MAJESTIC" Radio phonograph, de luxe cabinet splendid reception, marvellous music out of records, fitted with motor, automatic stopper etc. \$400. Owner leaving. Write Box No. 12, "Hongkong Telegraph."

FOR SALE—Lighter. Hardwood. Capacity 200 tons. Length 80 ft, beam 20 ft. Gtn., depth 11 ft, draft loaded 8 ft. Apply to G.P.O. Box No. 86.

TO LET

Shops on Ground Floor.
St. George's Building.
Apply to Messrs. Lowe,
Bingham & Matthews.
Mercantile Bank Building.

TO LET.—Furnished FLAT at Pokfulam. Three rooms, large enclosed verandah, two bathrooms, frigidaire, garage, modern conveniences, suitable for married couple or two bachelors. Write Box No. 9, "Hongkong Telegraph."

FOR RENT—Two Marine Lots, Lai Chik Kok Bay. Area 50,000 and 180,000 sq. ft. Water frontage on both lots. Apply to G.P.O. Box No. 86.

FOR RENT—At North Point, Godown 63 ft. x 150 ft. x 12 ft. Apply to G.P.O. Box No. 86.

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AIRLINE HOTEL 23-25, Nathan Road, Kowloon. Under European Management. Excellent Cuisine. Modern Apartments. Terms Moderate. Three minutes from ferry. Tel. 57857.

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NEW BRUNSWICK & MELOTONE RECORDS.

6350 (We Just Couldn't)
(I'll Never Be).
6353 (In a Shanty)
(Lady I Love).
6361 (Moonlight)
(While We Danced).
6363 (I Guess I'll Have to)
(As Long as Love).
12453 (As You Desire).
(We Were Only Walking).
12454 (Goodbye to Love).
(Sheltered by the Stars).
12455 (I'm Yours For To-night).
(Don't Tell a Soul).
12455 (Love Me to Night).
(You're Blame).

TSANG FOOK PIANO COMPANY

At a moderate charge
The use of a
MORRISON PIANO PROVIDED.

NEW ADVERTISEMENTS.

THE CHINA LIGHT & POWER CO.
(1918) LTD.

Notice is hereby given that on 14th and 15th November, the supply of electricity to the area Northwest of Nan Chang Street, bounded by Castle Peak Road and the sea and extending to but not including Cheung Sha Wan, will be interrupted between the hours of 7 a.m. and 5 p.m.

YAUMATI THEATRE

Waterloo Road, Kowloon.

Commencing TO-DAY.
The BLACK VENUS
JOSEPHINE BAKER
in "PAPITOU"
The Siren of the Tropics.

CHURCH NOTICES

Peace Sunday Services

ST. ANDREW'S CHURCH.

The following are the forthcoming services, etc. at St. Andrew's Church, Kowloon.
8.15 a.m. Holy Communion.
10 a.m. Young People's Service and Primary Sunday School.

11 a.m. Morning Prayer and Sermon. Preacher, The Vicar.

6 p.m. Evening Prayer and Sermon. Preacher, Rev. J. Lewis Bryan S.C.F.

At the request of the Hongkong League of Nations Society, Sunday, November 18, is being observed as Peace Sunday.

All members of the Society are requested to observe the day by being present at one or more of the services at the Church to which they belong.

Collections at Morning and Evening Services will be devoted to Earl Haig's Fund.

WESLEYAN CHURCH (Wanchai).

The following are the forthcoming services, etc. at the Wesleyan Methodist Church, Wanchai, (opposite Royal Navy Hospital, Queen's Road East).

Sunday November 13.

Morning Service 10.15 a.m.

Evening Service 6 p.m.: (Subject: The Things that belong to our Peace).

Preacher for both services: Rev. Ellis C. H. Tribbeck.

Morning Soloist: Mrs. G. F. Mathison. "There is no death" (O'Hara).

Evening Soloist: Mrs. W. S. Ball, "The Friend of Friends," (Shenton).

Sunday School will meet at the

Church at 3 p.m.

Fri.-Sat.—6 p.m., Choir Practice in the Church.

Fri.-Sat.—8 p.m., Prayer Meeting in the Church.

At the Sailors' and Soldiers' Home.

Sunday (13th), 8.15 p.m.—Christian Social Hour conducted by Rev. Frank Short.

Subject: "Peace and the League."

Monday, (14th), 8.30 p.m.—Ladies' Church Aid Society meet.

8 p.m.—Dance arranged for Members of the Services.

Tuesday, (15th), 5.30 p.m.—House Committee Meet.

8 p.m.—Fellowship Meeting.

Speaker: The Padre.

Wednesday, (16th), 8 p.m.—Lecture, "War minus Martial Glory." Lecturer Mr. M. F. Key.

Thursday (17th), Badminton Club Meet.

Sailors' & Soldiers' Home;

Assembly Hall.—A dance, Monday, November, 14th, 1932, from 8 p.m. until 10.30 p.m. Music by Mr. G. W. True's Cheero Band.

Admission \$1.00 (Ladies by Invitation).

UNION CHURCH.

The following are the forthcoming services, etc. at the Union Church, Kennedy Road.

Sunday, November 13.

Sunday School, Kennedy Road,

9.30 a.m.; Taikoo 2.45 p.m.

Morning Service 10.30 a.m.

Evening Service 6 p.m.

First Church of Christ, Scientist, Macdonnell Road, below Bowen Road Train Station, Sunday Service 11.15 a.m. Subject: "Mortals and Immortals." The Sunday School is held on Sunday Morning at 10 o'clock. Wednesday Evening Meeting at 6 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 6.30 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room, Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A.

CONSIGNEES' NOTICE.

N. Y. K. LINE.
NIIPPON YUSEN KAISHA.

From EUROPE and STRAITS.

The Steamship,

"KATORI MARU."

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, whence delivery may be obtained.

Goods not cleared by the 19th November, 1932, will be subject to removal.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives on any Tuesday or Friday, at 2.30 p.m. within the first storage period. For the examination of damaged durable goods, the consignee must arrange for a Revenue Officer to be present.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

No fire insurance has been effected.

NIIPPON YUSEN KAISHA.
Hongkong, 12th November, 1932.

POST OFFICE NOTICE

Christmas Letter Mail for Great Britain via Suez.
The Christmas Letter Mail for Great Britain via Suez will be closed in the General Post Office on the 10th November per a.s. Corfu as follows:

Registered Mail 9.45 a.m., 10th November.

Ordinary Mail 10.30 a.m., 10th November.

This mail is due in London on the 18th December.

Christmas and New Year cards bearing not more than five written words and enclosed in open envelopes are accepted by the Post Office at the rate for printed matter i.e. 4 cents per 2 ounces.

Envelopes must not be sealed.

CHRISTMAS & NEW YEAR PARCEL MAILS FOR GREAT BRITAIN.

Christmas and New Year Parcel Mails for Great Britain will be closed in the General Post Office at the time given and despatched by the following steamers:

Steamer Corfu Date of Closing 5 p.m., 10th November. Date Due at London 23rd December.

VIA SIBERIA ROUTE.

Letters and postcards for Europe and South America are forwarded via Siberia if so superscribed.

SAIGON-MARSEILLE AIR MAIL SERVICES.

Letters will be accepted for transmission by the above service but not insured letters.

The rates charged will be the regular postage rate plus the special air mail premium as indicated in the following table:

Charge Rate per ounce

Saigon-Marseille Air Mail Service. Siam (Bangkok) \$ 0.15

Burma (Rangoon) 0.25

India (Calcutta) 0.25

Persia (Teheran) 0.25

Persia (Bushire) 0.25

Iraq (Bagdad) 0.25

Palestine (Beirut) 0.25

Greece (Athens) 0.25

Italy (Naples) 0.25

France (Marseille) 0.25

Great Britain & Irish Free State (London) 0.25

Europe, other countries (Marseille for onward transmission by rail) 0.25

The air mail for each country will be landed at the place named in brackets.

THE AIR MAIL SERVICE from SAIGON to EUROPE is weekly fortnightly sailing of the FRENCH mail steamers and on alternate weeks by any available steamers that can make the connection at SAIGON, Service" and handed in at the G.P.O. or Kowloon Post Office.

INWARD MAILED.

From Per Due

Amoy Santhia November 12.

Shanghai and Swatow Sinking November 12.

Europe via Negerland (Papers only) London, 18th October Katori Maru November 12.

Canada, U.S.A., Honolulu, Japan and Shanghai (Vancouver B.C., 22nd October) London Parcels only, London, 6th October Emp. of Canada November 12.

Strait Sarpedon November 12.

U.S.A., Honolulu, Japan and Shanghai (San Francisco, 14th October) Pres. Harrison November 12.

Manila Talyo Maru November 12.

Japan Tafan Maru November 14.

U.S.A., Honolulu, Japan and Shanghai (San Francisco, 21st October) Pres. McKinley November 14.

Calcutta and Straits S'rhilana November 16.

Australia and Manila Hosang November 16.

Japan Atsuta Maru November 17.

Corfu Katori Maru November 18.

Bukoya Maru November 19.

Africa Maru November 21.

General Metzinger November 22.

Aeneas November 22.

Aramis November 23.

OUTWARD MAILED.

For Per Date and Time

Swatow and Amoy Hong Peng Sat. Nov. 12, 1 p.m.



GREAT REDUCTION SALE NOW ON FOOK WENG & CO.

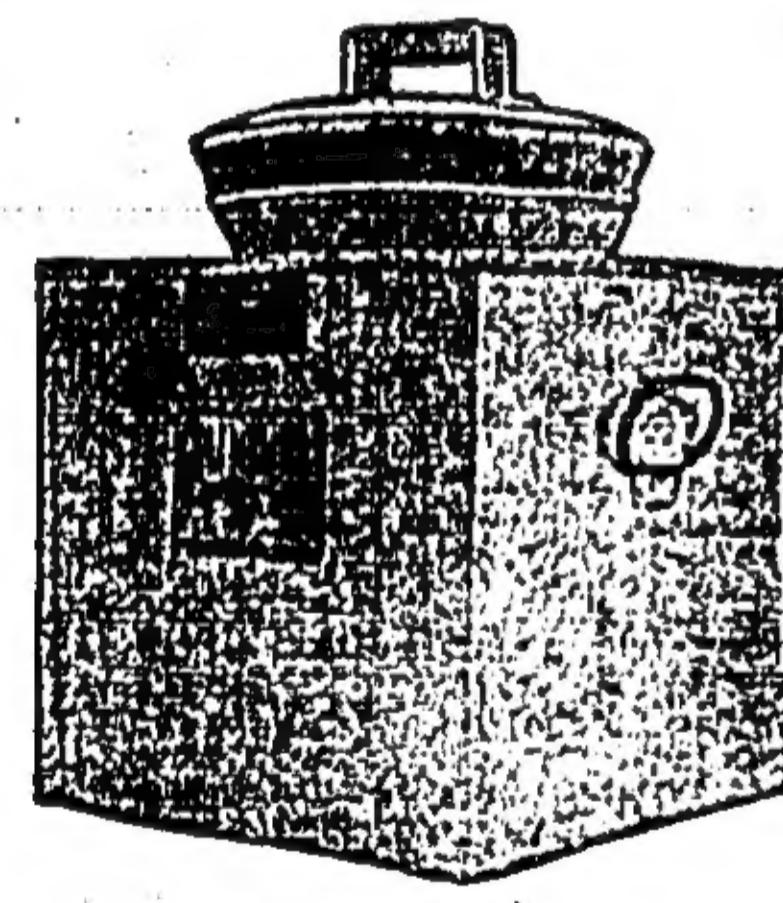
20, HANKOW ROAD, KOWLOON
and
1, PENINSULA HOTEL ARCADE.

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ART & CURIO EXPERTS
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CINEMA SCREENINGS

NOTES SUPPLIED BY THE THEATRES

Maurice Chevalier was born little more than ten years ago. The French star of the screen, whose latest picture, "Love Me Tonight," coming to the King's Theatre, has lived a good deal longer than that, of course, but the Chevalier that the movie public knows has not. The movie Chevalier was born in the dressing room of a Parisian music hall when a dinner jacket and a straw hat replaced a bulbous red putty nose and baggy checkered trousers that a young "comique" by the name of Chevalier had been wearing ever since he had been on the stage. The new Chevalier was a greater hit than the old. And the new Chevalier has always been grateful for the change. "You see," he smiles, "I was a comique for many years. I was like the burlesque fellow with all those funny clothes and face. Then, one night, when I am making up, I stop suddenly and make up my mind. Before I can look out, I have all the plaster from my face and putting on just what you call the juvenile make-up. In my dressing room in my tuxedo and I put it on. Then, I think, I will wear a straw hat. With a tuxedo it looks gay. And so I go out to the stage wings and how nervous I am! But that is nothing to what happens when I come on. No-one applauds. No-one smiles. But I must sing. Then I see the faces change. They are puzzled, yes, but not uninterested. Then someone calls my name. I smile and laugh and nod back as though to say, 'Yes, it's me.' Then the whole audience calls to me and a never did smile and laugh so much."

"Cracked Nuts."

Records are always falling in the movies, and now another one has topped, "Cracked Nuts," Radio Pictures' latest production for Bert Wheeler showing to-morrow at the Queen's, has outdone all other talkies comedies to date for size, diversity and magnificence of sets and variety of locales. "Why a comedy shouldn't have just as much attention paid to its scenic backgrounds as a serious picture is a problem, but the tradition of the movie has been against it," declares Edward Cline, who directed "Cracked Nuts." "In the old split-reel days when I acted with and directed Charlie Chaplin, right through such experiences as mine as developing Buster Keaton in his first long comedies, sets and locations were considered of comparatively little importance. The funniest serious scenes called for brow-knitting on the part of highly-qualified studio architects, and leg work on the part of the location men. But comedies? They'd say: 'On look around the lot. Maybe there are some old sets you can use. If not, go downtown and get the nearest thing to it.' Grana Canyon, Mexico, Don't be silly! Shoot the Santa Monica palisades. If a man fell over there he'd be just as dead, wouldn't he? For that reason I got a thrill from directing such a comedy."

"Cracked Nuts" is a elaborate and diversified musical. The story is in in a mythical kingdom, enabled the art director, Max Kell, to go to the limit in conjuring up settings. Those he provided do him great credit. I have to pinch myself to think they're for a comedy!" Dorothy Lea is featured with Bert Wheeler and Robert Woolsey in "Cracked Nuts." Edna May Oliver, Len Stengel and other favourites appear in a cast as impressive as the settings.

Actor's Mishap In Gangster Film.

One of the most exciting incidents during the filming of "Innocents of Chicago," the gangster film which Lupino Lane directed for B.I.P. at Uptree, was the crash of a lamp, weighing about 12 lbs. on to the neck of Peter Bernard, one of the gangsters in the film. The lamp is suspended from the ceiling and has a ten-feet drop before striking Bernard's head. The gangster is seen to enter an office and to stumble over a body lying near the door. He dashes forward, striking his chin on the corner of a table and a man's mouth-looking knife which he sports as a "killer" hurtles out of his hand through the air and severs the cord supporting the lamp. Owing to the weight of the lamp and the danger from flying splinters and pieces of glass, Lupino Lane hesitated to carry out the stunt without the use of a dummy, but Bernard insisted on being allowed to take the risk and ultimately the director agreed. A tense atmosphere prevailed while arrangements were being made for the "shot." Bernard's chin hit the corner of the table, the knife flew out of his hand and the lamp fell with a terrific crash on to his head, the glass breaking into a shower of fragments

Actor's Mishap In Gangster Film.

"Caught Plastered," the new RKO Radio picture starring Bert Wheeler and Robert Woolsey, concludes its tremendously successful run at the Central Theatre to-day. Both young and old have enjoyed the film thoroughly during the past two days, and those that have not yet seen it, should make it a point to visit the Theatre for the final showings to-day. "Caught Plastered" is unquestionably one of the funniest productions these two comedians have made so far. Supporting them is pretty Dorothy Lea, and her charming performance will certainly help to make her more popular with local fans. Bert and Bert sing their latest song hit "I'm that way about you" in their usual snappy manner and Woolsey puts over his "Wheecracks" as only he knows how. Definitely, "Caught Plastered" is a picture not to be missed.

"Night World"

What goes on behind the gay music and carefree festivity of Broadway's night clubs? What takes place behind the silken drapes and soft-edged lights? Thentregours will find the dramatic answer in "Night World," which comes to the Central Theatre on Sunday. The absorbing story is that of a single night's happening in a crowded supper club, which involve a disillusioned young millionaire, seeking forgetfulness; A sympathetic chorus girl, knowing his story, attempts to comfort him, and in so doing discovers that love is the cure. However, at this point, both become



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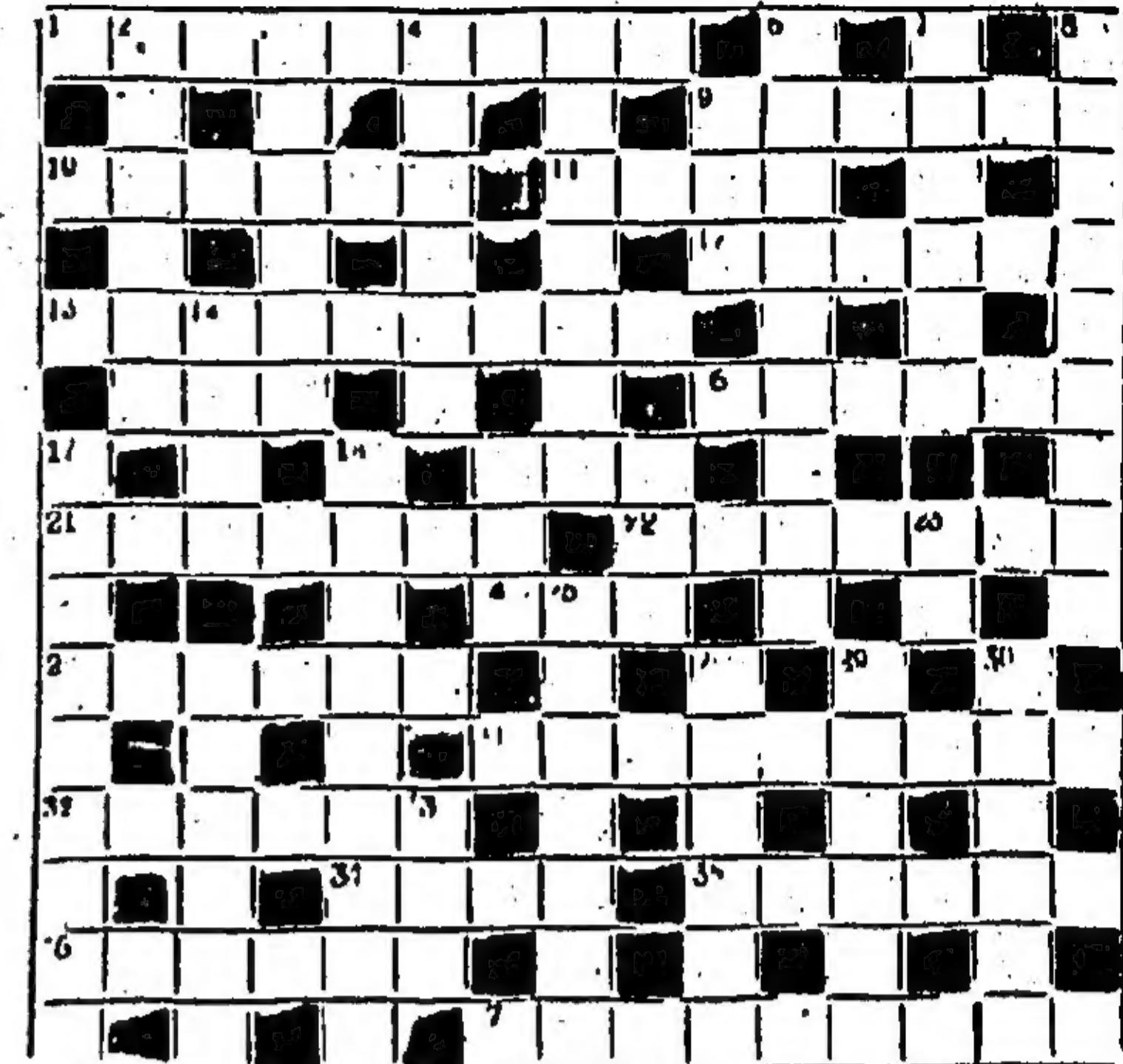
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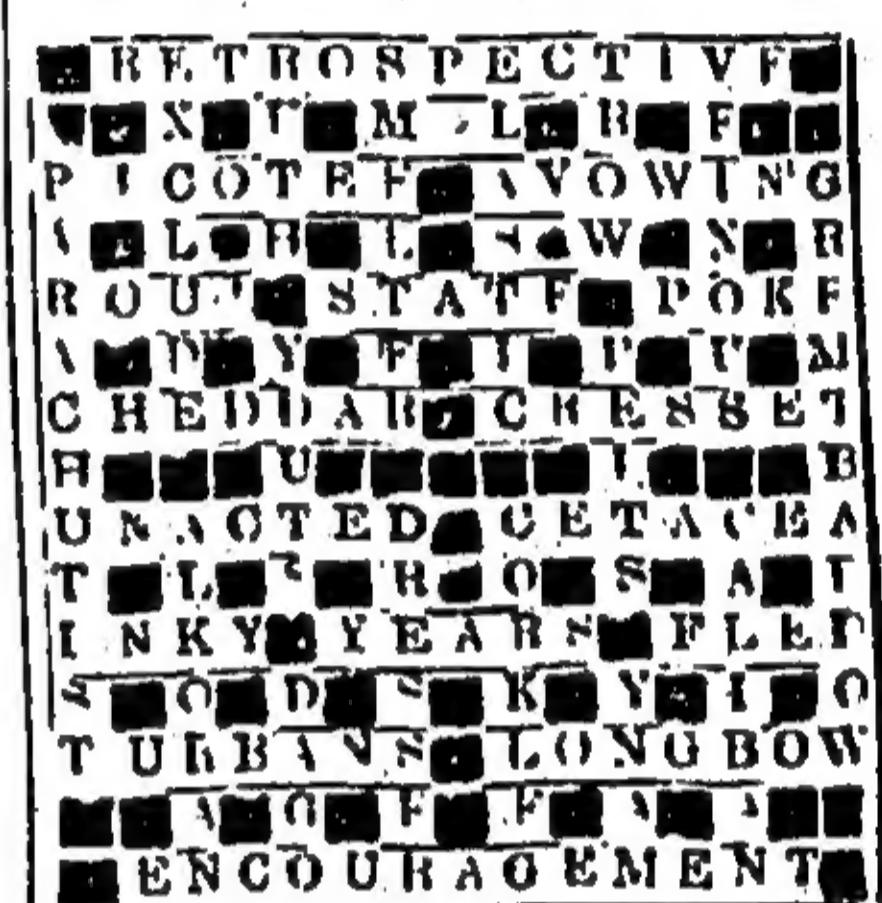
OUR BRITISH CROSSWORDS



Across

- 1 This is formed by mingling.
- 9 It will be a mistake if you see her about the wise old bird.
- 10 Give evidence or marching orders to a personage.
- 11 Lots of people have raised this, including Adams and Eve.
- 12 Most of it is old; plays are.
- 13 With nothing intervening.
- 15 Title.
- 16 Strikes—something you'll scarcely see in a liner.
- 19 Would be in Somerset, if before me.
- 21 You'll find more than one in the kitchen.
- 22 A Mediterranean capital.
- 24 Yes, this is equivalent to nine months.
- 26 Distinction that must be on in a comparatively short time.
- 29 Foot and after six over a shilling, too!
- 30 I've come after the finish, vegetable though I be.
- 33 Hole out and approach this.

Yesterday's Solution.



Down

- 2 Prospero said we are such stuff as these are made of.
- 3 A laundry hand.
- 4 Its jewel should be a single pearl.
- 5 A famous conductor of old who would be no poorer if he lost his 83 Down.
- 6 For who would bear . . . the oppressor's wrong, the proud

FASHION REVIEW

CAGE and PARIS CHIC WINTER HATS MYSTERY! ROMANCE!

The true beauty of femininity! A revelation! Hats that actually took our breath away with their loveliness!

See them in display at Chinese Bazaar (China Building).

MODE ELITE

(Opposite King's Theatre..)



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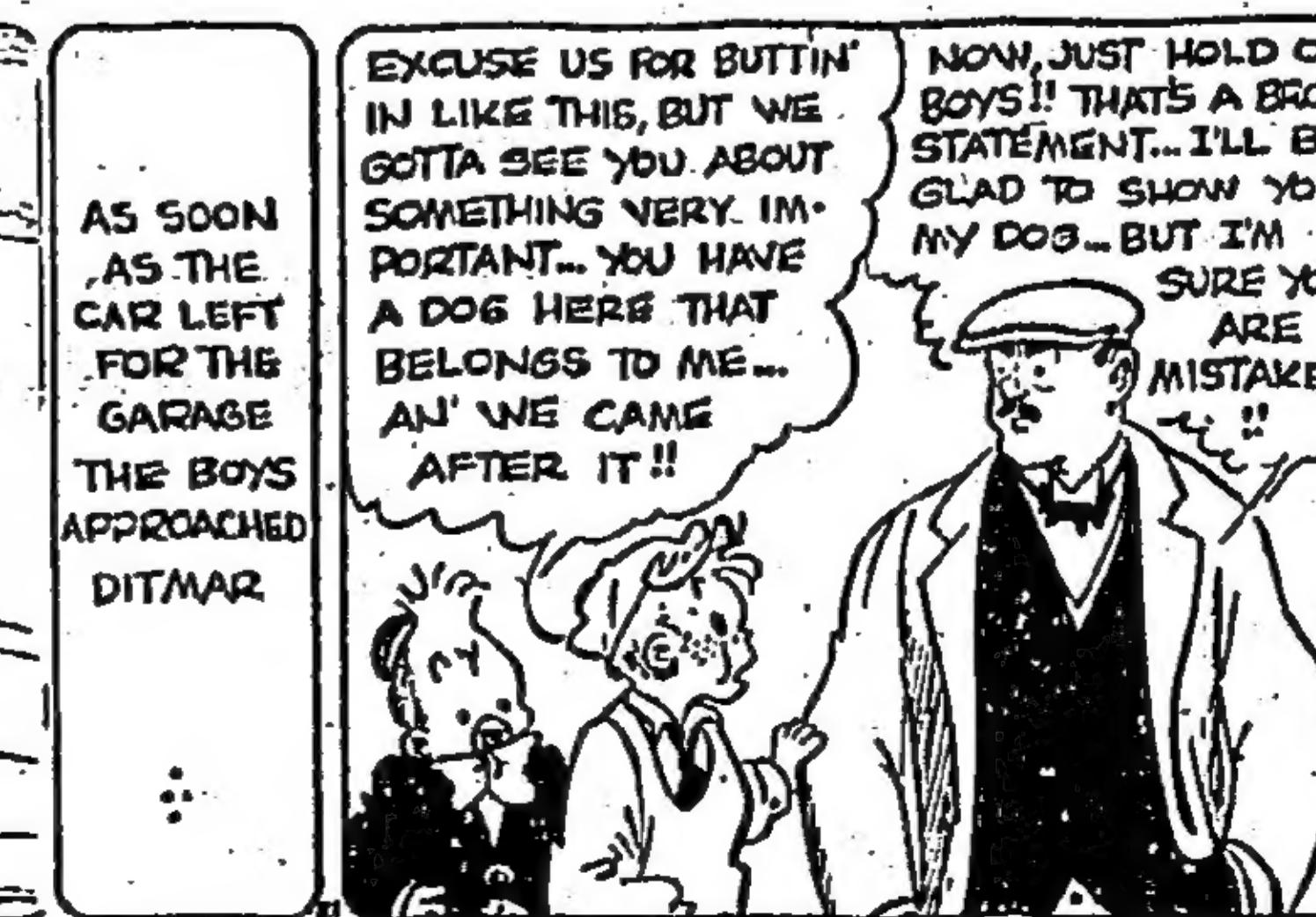
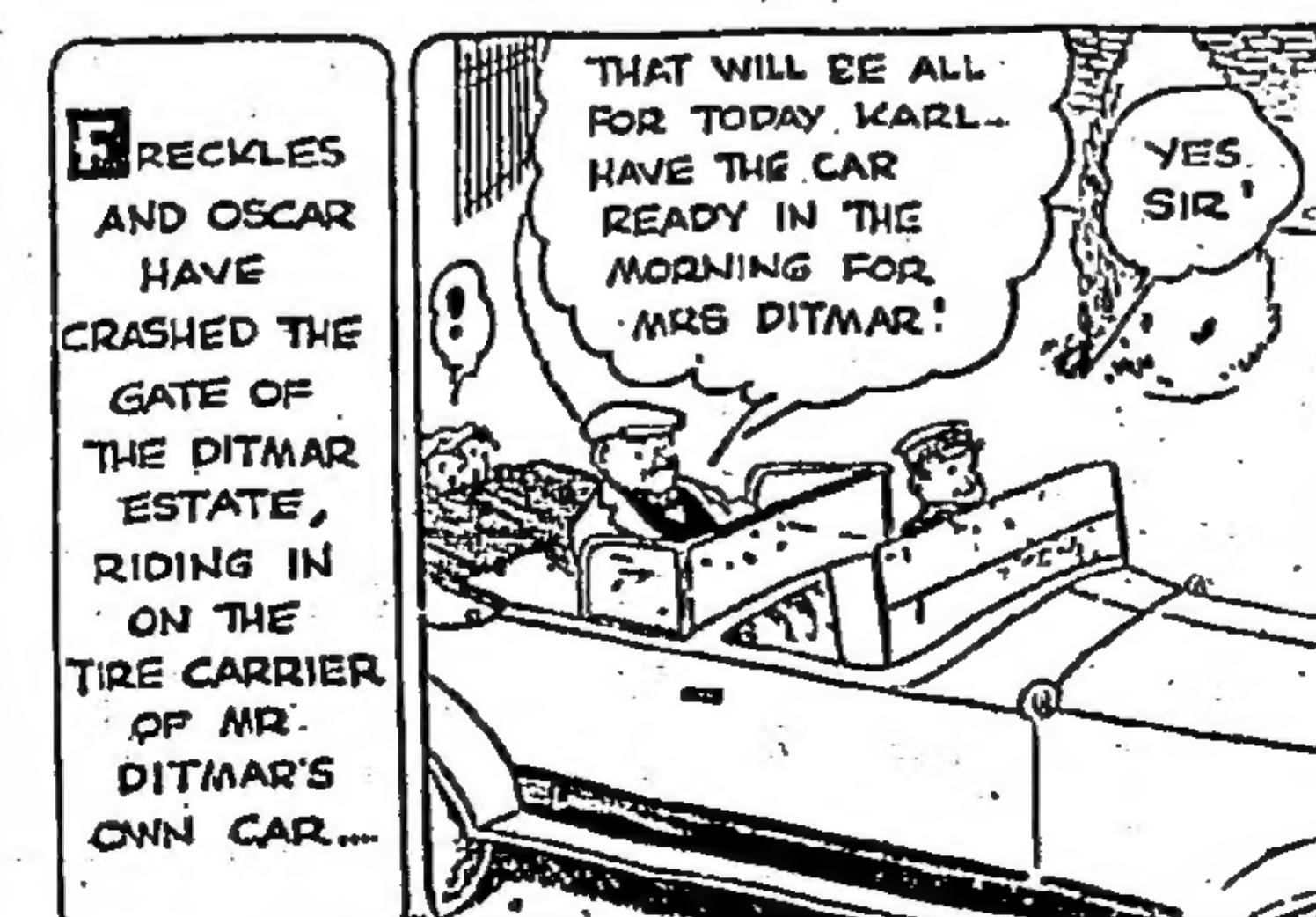
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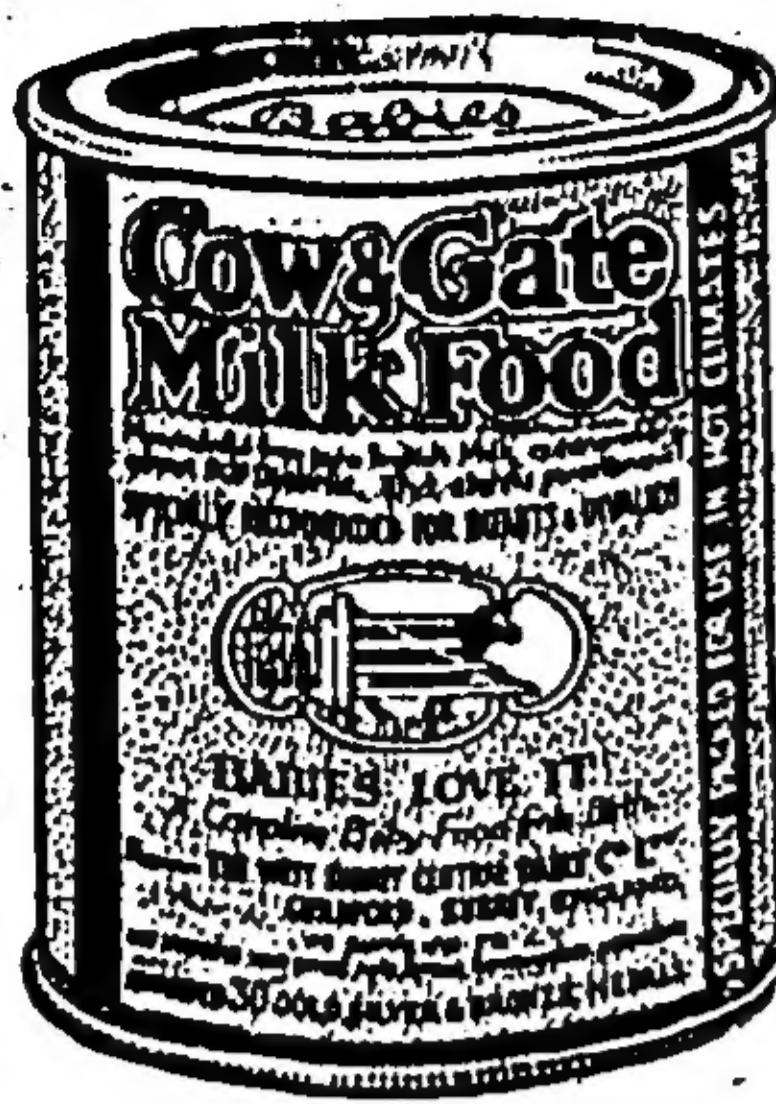
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By Blosser

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BABY
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SYMPHONY RADIO.
SHORT & LONG WAVE.
10 VALVE CONSOLE MODEL.
2 246 Tubes
1 262 ..
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15 to 550 Meters.
12" MAGNAVOX LOUD SPEAKER.
EASY TO OPERATE.
TERMINALS FOR PICK-UP.
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CHILDREN'S COSY

Dressing Gowns

(Ages 3 to 15 years).

With felt slippers;
or Fur Trimmed
Kid Moccasins.
Just the
thing for this
weather.



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1½-TON 157" WHEELBASE MODELS



1½-TON CHASSIS

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FEATURES

Six-cylinder valve-in-head truck engine.
Heavy duty four-speed transmission with six-bolt Standard S.A.E. power take-off opening.
Powerful internal expanding weatherproof brakes.
Extra heavy truck frame: 213 9/16" long, 7" deep and 2 3/8" flanges.
Rugged rear axle equipped with inspection plate.
Special 10" truck type clutch.
Four semi-elliptic springs parallel to the frame.
Dual rear wheels standard: 30 x 5, 6-ply truck-type tires.
Optional single rear tires are 32 x 6, 10-ply heavy duty at no extra cost.
All wheels are interchangeable, front and rear.
Twelve-foot load space back of cab.
Available in numerous attractive colours.

PRICE—1½-ton Chassis.
Delivered Licensed and Duty Paid H.K. \$3,475.

THE HONGKONG HOTEL GARAGE

The Hongkong & Shanghai Hotels, Ltd.
Incorporated in Hongkong,
St. John's Road Happy Valley

ACKNOWLEDGMENT

Mr. and Mrs. P. T. Rozario tender their heartfelt thanks to relatives and friends for their kind expressions of sympathy in their recent bereavement also for floral tributes sent and attendance at the funeral.

The Hongkong Telegraph

SATURDAY, NOVEMBER 12, 1932.

THE SILENCE OF CHINA'S STATESMEN

Perhaps the most significant feature of Chinese politics at the moment is the absence of an authoritative voice in the nation. Even as regards the outside world the Chinese Government has no outstanding spokesman and this is still more the case within the country. China has known how to address the nations, whether from Geneva in recent years, or earlier at the Conference of Versailles or at that of Washington. In those days the pronouncements of, in particular, Dr. C. T. Wang, Dr. W. W. Yen, Dr. Alfred Sze and others carried weight in spite of the divided state of the country which they represented. It was recognised both within China and without that whatever might be its factions within it spoke as with one voice without. Even Mr. Eugene Chen had his day, when the thunder of his challenge to the might of Britain concealed the deepening rift in his own ranks, the signal insecurity of his own position, and the colossal bluff which he was practising. His name went down to history in the Chen-O'Malley Agreement for the handing over of the Hankow Concession. It was indeed the same Mr. Eugene Chen who himself smashed the unity of China's front towards the world when he undertook to run a rival foreign policy to that of Nanking for the recalcitrant Canton Government last year. Since then, and particularly since the student attack upon Dr. C. T. Wang, China has had no voice within the country to speak with authority and her able representatives abroad have found their words less and less of weight in the counsels of the nations.

From the time when Confucius met the cynical recluses who having found no opening for their abilities had retired from the world of affairs, there has been a deep-seated tradition of bowing for the time being to the inevitable, reserving protest and action until they can be effective. We have seen this attitude markedly in the nation during the successive agitations carried through by the Kuomintang. Opposition is rarely vocal. But there has remained a deep-seated resentment of many phases of the movement, accompanied by the flexible bowing to the momentarily inevitable and a large capacity for mute resistance to change and for a waiting the swing of the pendulum which must come. The Western observer finds the attitude unheroic. But it has a strength of its own, and when the moment strikes the suppressed force surge upwards with extraordinary strength and persistence. Exasperation at the ineptitude of colleagues within the nation, a sense of impotence as regards difficulties without, impose silence in headquarters. It is not impossible, however, that in that allusive constructive forces are at work, and will become manifest when the moment arrives.

It might, however, be held that the present silence of Chinese statesmen towards the outside world, and their comparatively mild pronouncements on current developments, are due to a well-considered policy. It might be said that, having placed their case before the League, they are determined to leave it to the League to issue, that they have been waiting for the Lytton Report, and that now it is published they will await the discussion upon it, knowing that it is sufficiently favourable towards China for them to gain most by leaving it to make its own impression. We do not know how far this may be the case. Certainly the strictures which the Kuomintang insists on making upon the Report, and the attitude of the South-Western Council need not be taken too seriously at the moment, and have not yet found a real echo in government circles. We cannot, in spite of the policy of silence in this respect, rid ourselves of the conviction that something is lacking, at any rate from the Western point of view, in the Government pronouncements.

As we have said, however, this silence is much more marked as regards pronouncements to the nation. Should we not naturally expect some ringing call to the people in this crisis of its history, a call either to patience until the matter is thrashed out at Geneva, or alternatively a call to a national resistance to aggression? Instead of that we have the practical dissolution of the Government. Some leaders function in Loyang, some are scattered abroad, while the Chief Executive is on what seems a singularly aimless tour of Hunan, and to the bewilderment of those who remember that he is a convert to the Christian faith, sacrifices to the spirit of the Southern Mountain.

In all this strange restraint and reticence where, to the Western mind, action and ringing words are called for, we seem to detect something characteristic of the essential Chinese culture. The lamentable division which makes it necessary may be a sign of weakness. But does not the very division at the moment spring from profound sense in those best able to judge, and especially in the mind of the Chief Executive, of the impotence of China at the present time? And is not the resultant silence in that case really a sign of deep reserves of strength? Are not the leaders of China suppressing their expression of opinion, and withholding their call to the people, in a proud determination to await the moment, be it soon or long delayed, when they will be able to act as well as speak? Are they not calling upon their rich cultural reserves of strength?

From the time when Confucius met the cynical recluses who having found no opening for their abilities had retired from the world of affairs, there has been a deep-seated tradition of bowing for the time being to the inevitable, reserving protest and action until they can be effective. We have seen this attitude markedly in the nation during the successive agitations carried through by the Kuomintang. Opposition is rarely vocal. But there has remained a deep-seated resentment of many phases of the movement, accompanied by the flexible bowing to the momentarily inevitable and a large capacity for mute resistance to change and for a waiting the swing of the pendulum which must come. The Western observer finds the attitude unheroic. But it has a strength of its own, and when the moment strikes the suppressed force surge upwards with extraordinary strength and persistence. Exasperation at the ineptitude of colleagues within the nation, a sense of impotence as regards difficulties without, impose silence in headquarters. It is not impossible, however, that in that allusive constructive forces are at work, and will become manifest when the moment arrives.

DAY BY DAY

THE GOAL OF YESTERDAY WILL BE THE STARTING-POINT OF TOMORROW.

Cyrillic.

Mr. H. K. Holmes, C.B.E., resumed duty as Crown Solicitor, on the 3rd inst.

It is notified that the name of Graber, Fattard and Company, Limited, has been struck off the Register.

In the bankruptcy of A. Kwai and Co., of 18-19, Connaught Road Central, a fourth and final dividend of \$1 per cent, is intended to be declared.

A bankruptcy notification states that a first and final dividend of 40.60 per cent has been declared in the case of Wat Chin-yu, of 238, Queen's Road West.

The King's Exequatur empowering Messrs. Cecil B. Lyon and J. Ernest Black to act as Vice-Consuls for the United States of America in Hongkong has received His Majesty's signature.

It is notified for general information that His Honour the Chief Justice has ordered that the next Criminal Sessions shall be held on Monday, 21st November, at 10 o'clock in the forenoon.

Amongst the passengers who arrived by the Empress of Russia this morning were Mr. and Mrs. T. E. Pearce and their son, Sir Ely Kadoorie, Mr. L. Kadoorie, Mr. E. Stone, Mr. P. A. Cox, and Mr. R. Vaughan-Fowler.

A qualifying examination for aspirants of Probationer Clerks in Government Service will be held in Queen's College Hall on Monday, 5th January, 1933, at 9.00 a.m. when all candidates will be examined in English dictation, and on Thursday, 12th January, 1933, when only those who have passed in dictation will be examined in arithmetic, composition, general knowledge, translation from English to Chinese and from Chinese to English. Intending candidates must forward to the Assistant Colonial Secretary on or before Thursday, 29th December, a copy of certificate as to character and education from the Headmaster of their last school together with one unmounted photograph on the back of which should be written their name, address and date of birth.

SUGAR MARKET

THE LATEST CABLED QUOTATIONS

The following cable at the close of the sugar market yesterday has been received by Messrs. Pen-treat and Co.

London Terminals.

March 1933 6 1/4 6/2, no change.

May 1933 6 3/4 6/4, no change.

August 1933 6 6/4 6/7, no change.

December 1933 6/9 6/9 1/2 no change.

Buyers at above prices, sellers asking 1/4d-1/6d. more.

New York Terminals.

December 1932 1.07 1.07 up 3 pcts.

March 1933 1.00 .08 up 4 pcts.

May 1933 1.06 1.05 up 4 pcts.

July 1933 1.09 1.07 up 3 pcts.

Cuban 96° Spot N.Y. 1.10 1.10 no change.

New York (10/11/32).—Market advanced on report of damage to Cuban Sugar Crop from hurricane.

Leopard skins are said to be very popular this year. Especially amongst the leopards.

The trouble about putting one's shoulder to the wheel these days is that it is somewhat difficult to find the wheel!

We'll soon be on the Cold standard in Hongkong.

We couldn't help overhearing the prize paradox on the Peak tram the other evening. A bald-headed gentleman referred to a local air film as "positively hair-raising!"

The main cause of noises on the radio are faulty batteries, punctured condensers, loose connections, and screeching sprosors.

Soviet political circles are expectant following the American elections. So-be-it.

The anti-Prohibitionists will introduce Bill at the December Congressional meeting to permit the sale of beer for Christmas. That's the Yuletide spirit they talk about.

The difference between a Scotman and a cocoanut is that you can get a drink out of a cocoanut.

Major-General Sandlands has left for Shanghai on a tour of inspection. The G.O., See!

Edward Kelly is the meanest man on earth. He hasn't given his wife a single thing to argue about for the last ten years.

A profit has honour in any country these days!

Bulls and Inners

From the Office Butts

The Democrats certainly put it over Hoover!

New Definition.—A diplomat is a person who gets what he wants by making it appear that there's nothing he desires less.

Some husbands get more kicks out of bridge when they sit opposite their wives.

One thing about the pickpocket he believes in having a hand in everything.

A Kowloon lady complains that her husband often swears at her and bangs on the piano. Words and Music!

"There's a great deal of enjoyment to be got out of a garden," says an enthusiast. And very often none in it.

Some men are very critical of their wives' dresses. On the other hand, they usually make allowances for them.

People who are constantly singing are rarely ill," we read. Suppose the horse General of the Philippines his own father!

The Perfect Secretary Talks," says headline. She doesn't.

Football critics don't agree on the composition of the Interport team. Howe Strange!

A Birmingham firm offers a prize for the best slogan advertising a new mouse-trap. What about "Make it Snappy!"

Judging from the argument we overhead at the entrance to the Peak Hotel, between a potential customer and a curio dealer, we should say that gentlemen prefer bronze!

Experiments are being made with rods of glass. Should make motorists stop and reflect.

"Why do some people consider it necessary for children to eat so much when they are travelling?" asks a writer in a London newspaper. Probably because they are hungry.

Long artificial eyelashes are decidedly popular, according to a writer of beauty hints. We think the idea a blinking silly one!

The same authority asserts that the slimming craze has finished. Suppose girls are now in-for a swell time!

We'll soon be on the Cold standard in Hongkong.

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A profit has honour in any country these days!



"If you can smoke export cigars, why can't I have a new coat?"

The
NEW
SUPER-MODERN
SPARTONS
Authorized Dealers—
Distributors—HONGKONG HOTEL GARAGE

Hongkong Telegraph.

PICTORIAL SUPPLEMENT

SATURDAY, November 12th, 1932.

SILKS

EXQUISITE IN TEXTURE
MODERATE IN PRICE
AN EVER-CHANGING ARRAY
AT THE
BOMBAY SILK STORE
2—D'AGUILAR ST.—2



A chat with the Brownies by Girl Guide officers at the recent rally held at Government House. (Photo: Ming Yuen).



His Excellency the Officer Administering the Government inspecting the Bellilles Brownies, winners of the Totem, at the Government House rally. (Photo: Ming Yuen).



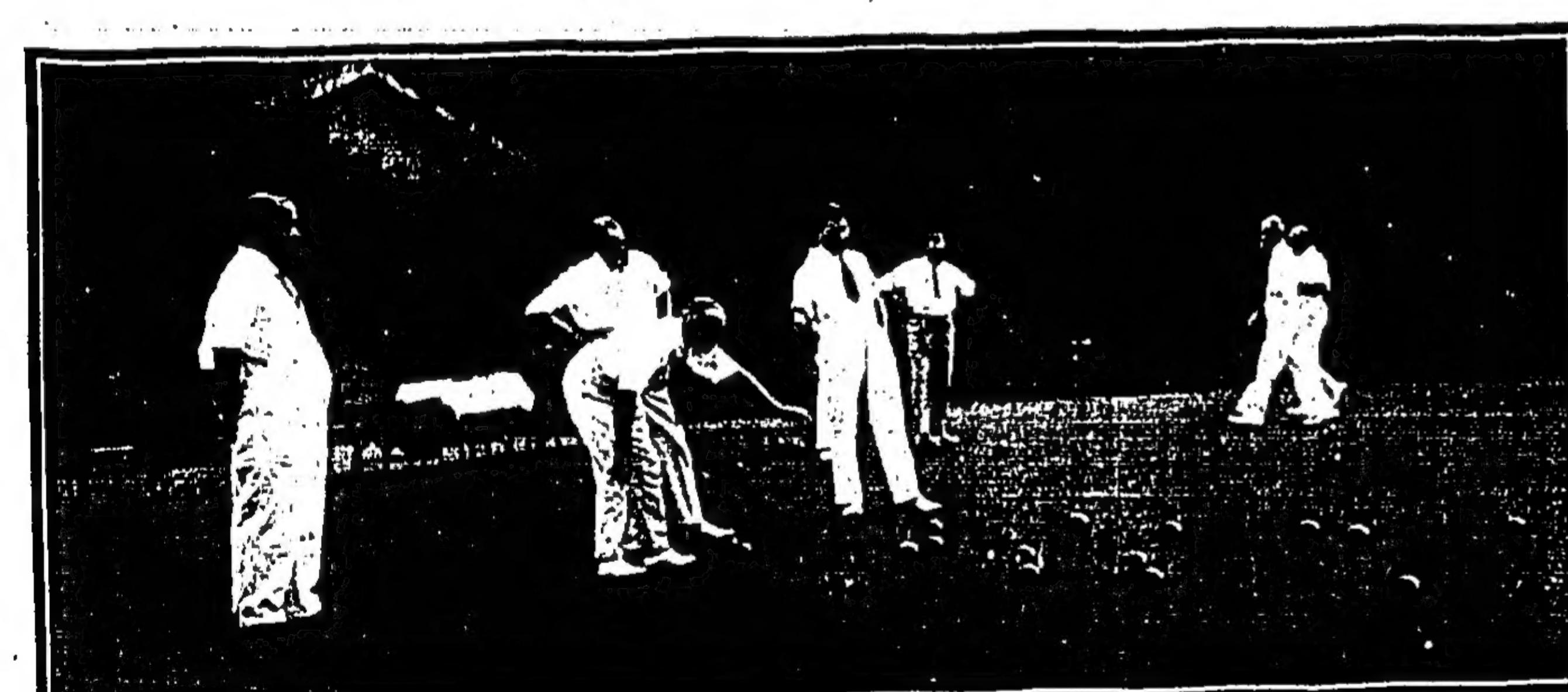
The Fairy Ring, at the Girl Guides' rally at Government House. (Photo: Ming Yuen).



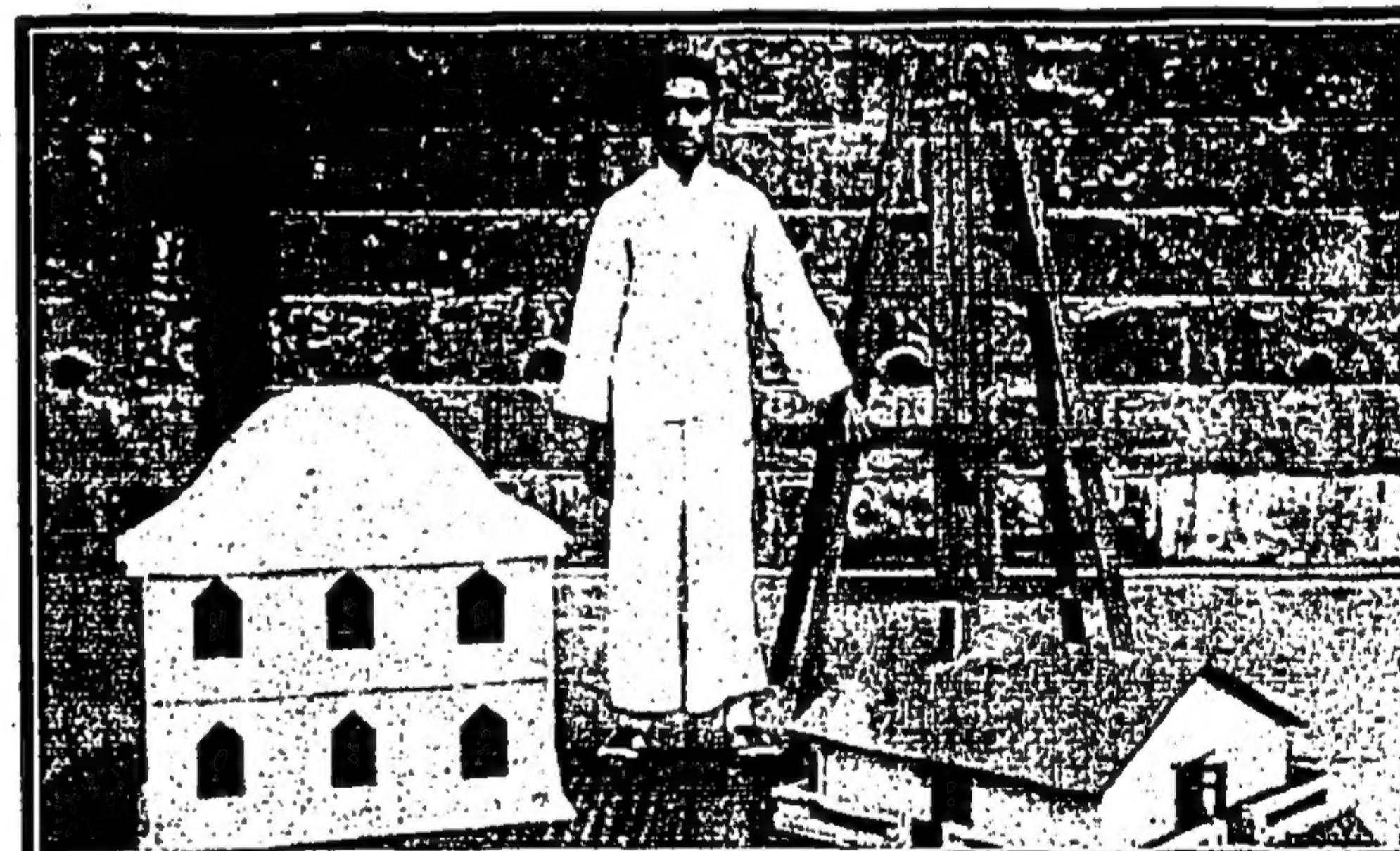
Group taken at the Gloucester Building at a reception given by Mr. Chan Lim-pak, Chairman of Tung Wah Hospital Committee, in honour of General Ong Chiau-yuan, who was Garrison Commander of the 19th Route Army at Woosung during the Sino-Japanese hostilities. (Photo: Yim Fong).



The senior carpentry class at King's College, which has made excellent progress in vocational training. Bro. Fino, the instructor, and Mr. Tang Kam-shing, assistant instructor, are seen in picture with students. (Photo: Yim Fong).



An interesting lawn bowls snapshot at Government House. H.E. the Officer Administering the Government is seen standing behind the second player from left. (Photo: Ming Yuen).



Chu Sheung-yu, of King's College junior carpentry class, with some of his work after only a year's training. (Photo: Yim Fong).



Lai Tae fook, of King's College, with specimens of his excellent work in the carpentry class. (Photo: Yim Fong).



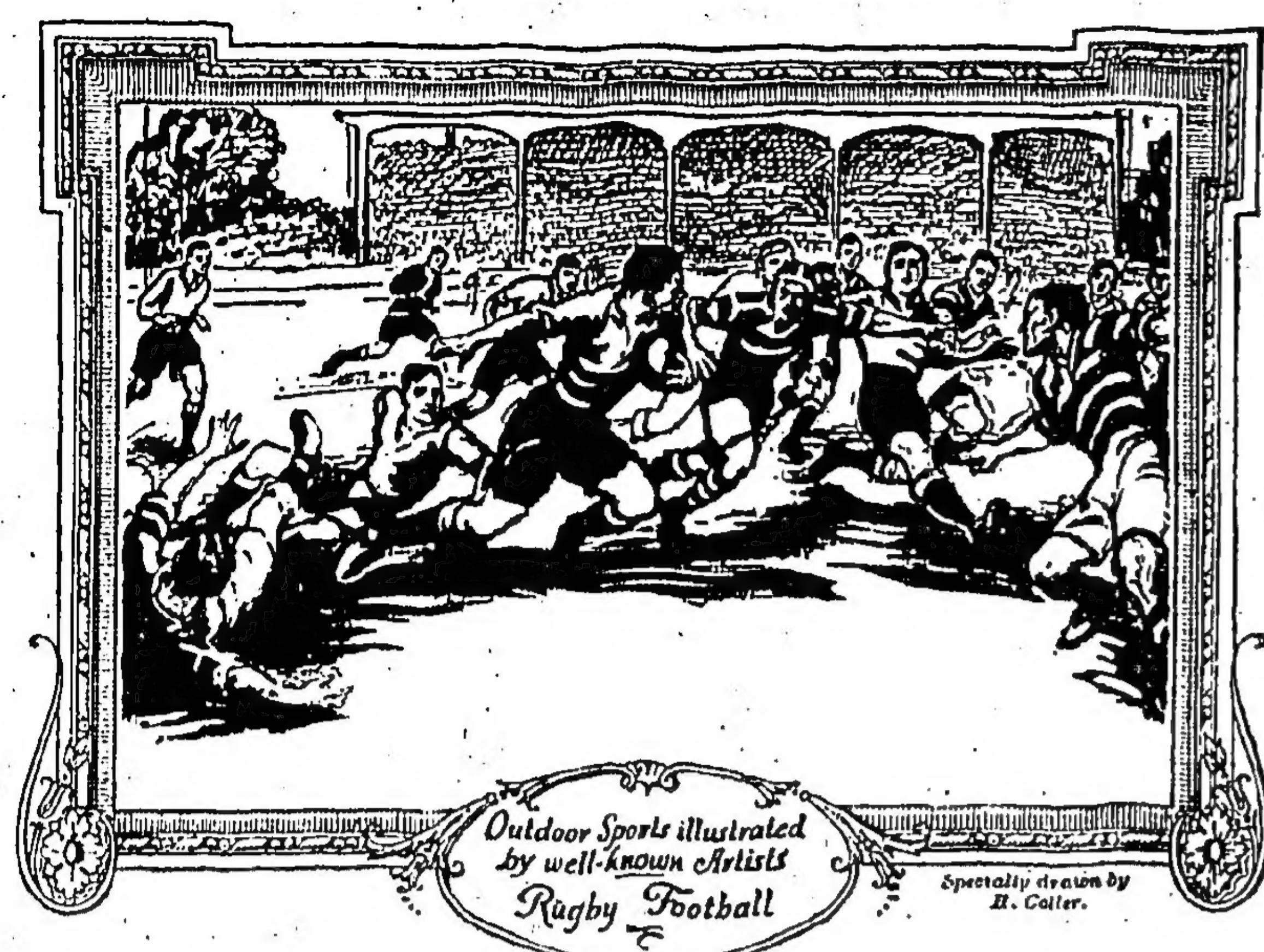
The Hongkong Ladies' Hockey Club team which defeated the Club de Recreio ladies at Sookunpoo after an evenly contested match last Saturday. (Photo: Ming Yuen).



Photo shows the basketball team of the Chung Nam College, with the Headmaster (Mr. W. S. Chung, B.A.) seated in centre. (Photo: Yim Fong).



Bridal group taken at the wedding, at St. Joseph's Church, of Mr. L. P. van Calden and Miss Margot von Ziegler. (Photo: Ming Yuen).



For Health, Strength, Vitality

RUSH and tackle—line-out and serum—every inch of ground is relentlessly contested. Victory can only be gained by physical fitness and energy added to determination and that "will-to-win" which is of supreme importance.

In everyday life physical fitness and nervous vitality are just as necessary. To maintain that perfect health of mind and body correctly balanced nourishment is necessary—such as 'Ovaltine' supplies in abundant measure and in a correctly balanced form.

'Ovaltine' supplies the concentrated nourishment extracted from Nature's best foods—especially prepared malt extract, fresh creamy milk and new-laid eggs. It contains no added sugar. There is only one 'Ovaltine'—there is nothing "just as good."

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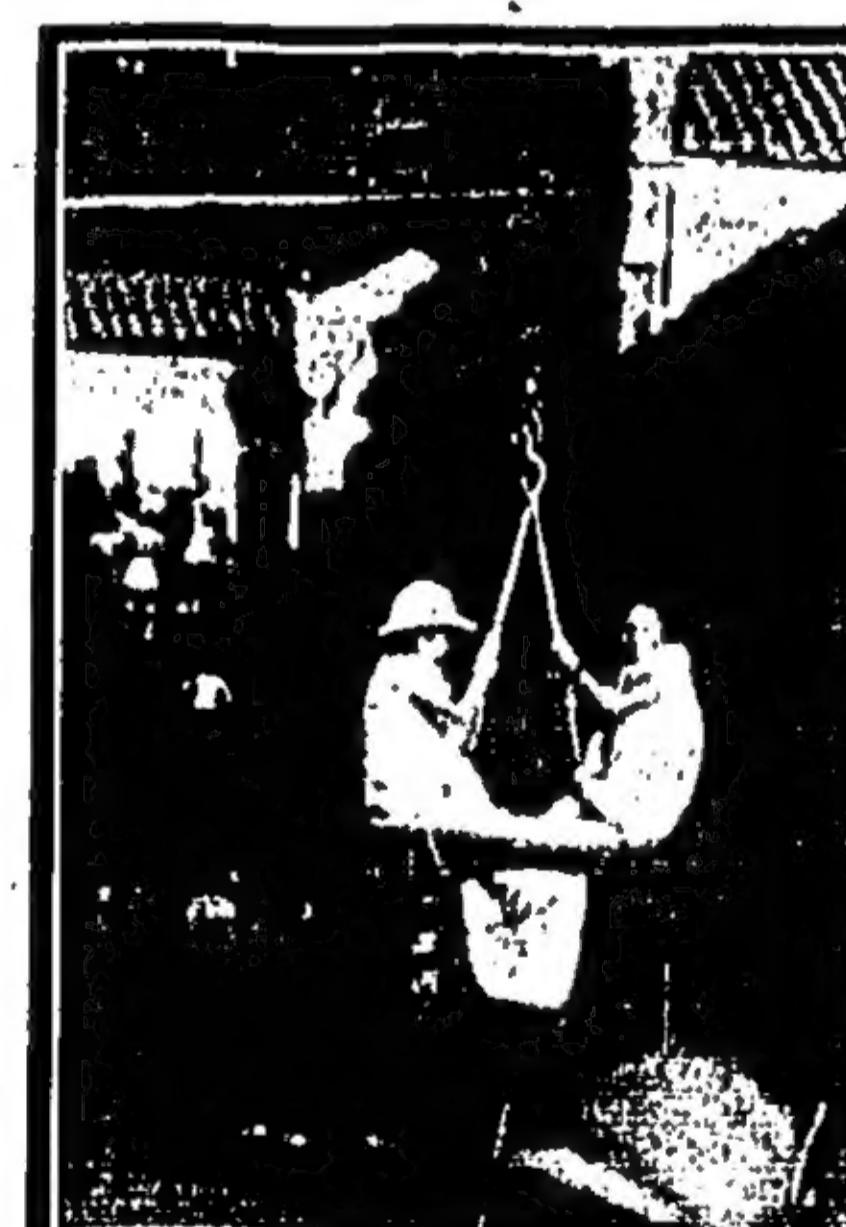
LOW PRICES.

COME EARLY FOR BEST CHOICE.

WHITEAWAY, LAIDLAW & CO., LTD.



A dainty maid snapped at the Old English Fair at St. Andrew's Church grounds. (Photo: Mrs Cheung).



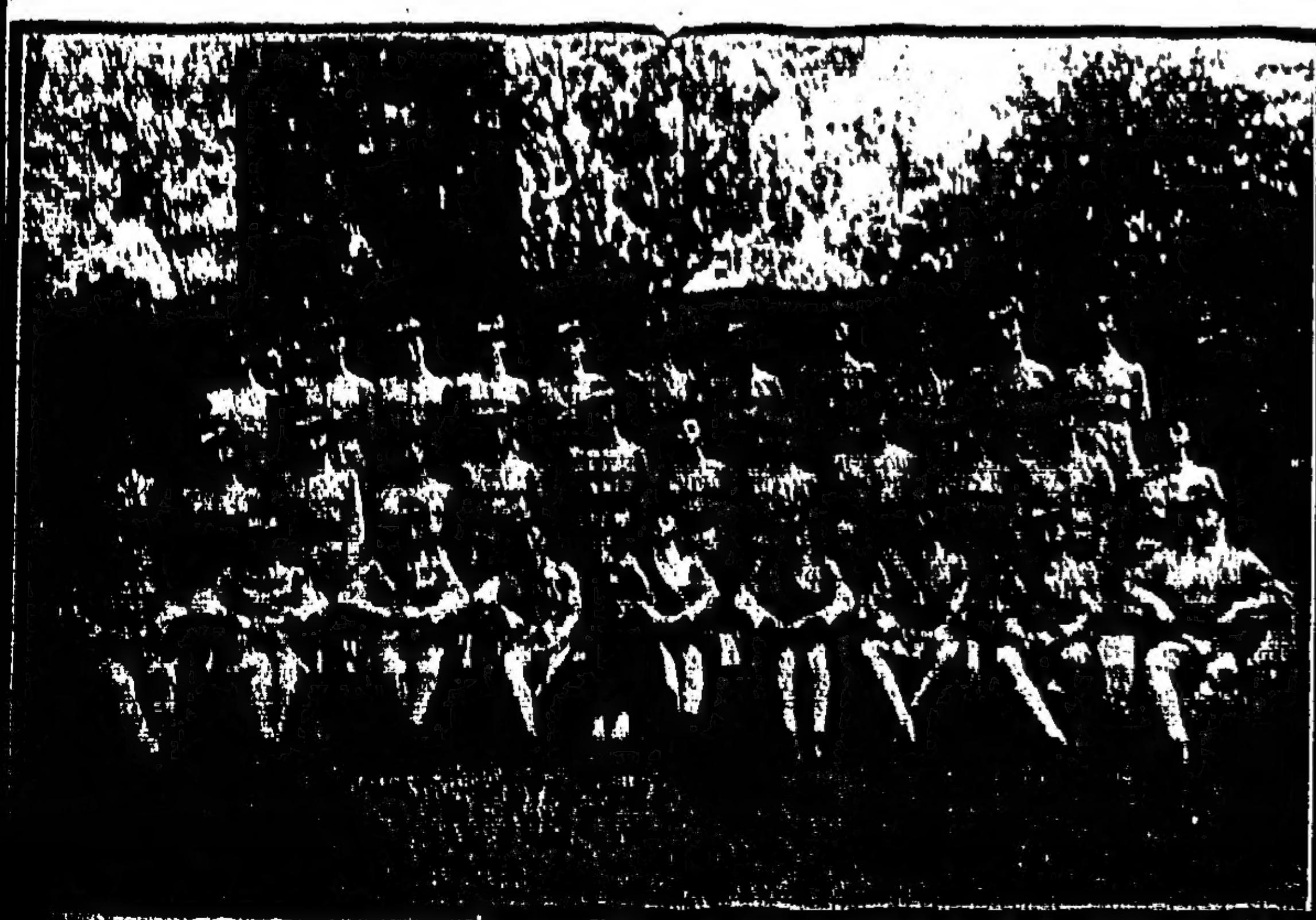
One of the novelties at the Old English Fair at St. Andrew's Church grounds last Saturday. (Photo: Mrs Cheung).



An effective view of St. Andrew's Church, Kowloon, taken last Saturday whilst the Old English Fair was in progress in the church grounds.



H.E. the Officer Administering the Government (second from right) watching Mr. A. W. Harvey "stunting" in an A. W. 10 plane at Kai Tack. (Photo: Ming Yuen).



The Company of the Hongkong Volunteer Defence Corps, with Sergeant M. Gibbons, who has recently returned, was made to mark his departure from the Island. (Photo: Ming Yuen).



Miss Kilson Lammet snapped on the Chiboo Maru with Douglas Fairbanks, Miss Lammet is the fiancee of Mr. J. E. Henry, Hongkong Manager of Routh's, Ltd.



H.E. the Officer Administering the Government and Mrs. Southorn are seen in the above pictures when they visited Kai Tack Aerodrome and had their first flight. (Photos: Ming Yuen).



Photo shows some of the spectators at the recent Girl Guide Rally at Government House. (Photo: Ming Yuen).



Bridal group taken at the wedding, at St. John's Cathedral, of Mr. Alan Reid, the well-known interport cricketer, and Miss G. F. Berrie. (Photo: Ming Yuen).



and just because the needs multiply with the years faster than the wherewithal to gratify them, so it behoves a man to spend with greater discernment, to shop where his purse is treated with respect and his taste with consideration.

We invite you to look over our new stocks . . . so carefully selected for your present needs.

MACKINTOSH'S LTD



Picture shows an incident in the soccer match in which the Chinese Athletic defeated the Police on Sunday last. (Photo: Ming Yuen).



The Chung Nam College patrol of Boy Scouts, with the Scoutmaster, Mr. K. Y. Chan, B.A. (Photo: Yim Fong).



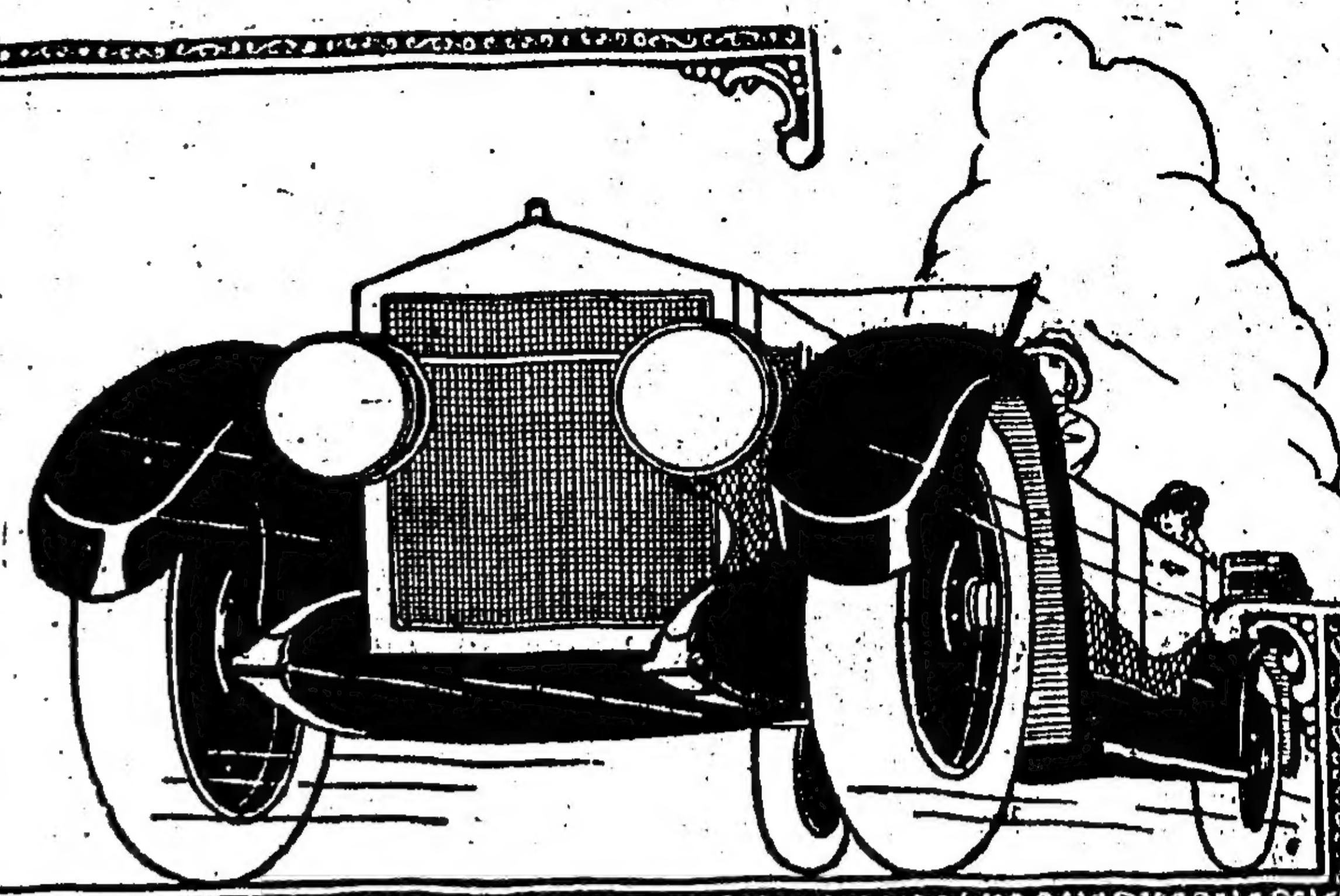
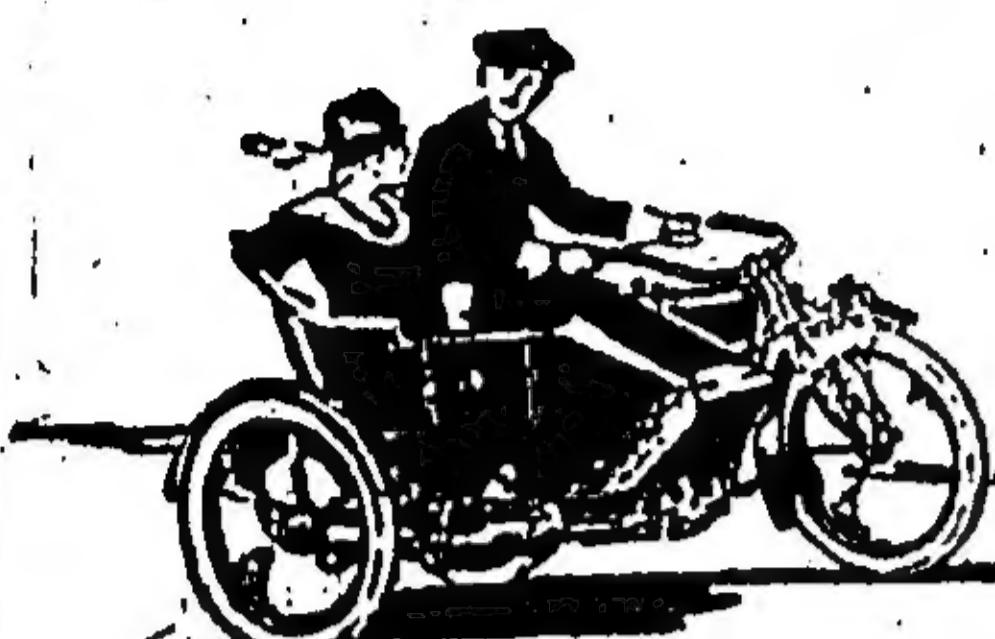
Four of the players who took part in the Inter-Varsity tennis match between Hongkong and Lingnam. Left to right—Mr. D. J. N. Anderson, Miss Helen Chan, Mr. Ma, and Mr. L. Silva. (Photo: Mr. Khoo Keng-wah).

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

SATURDAY 12th NOVEMBER, 1932.

*Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.*



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C/o "Hongkong Telegraph."

NOTICE
TO
ADVERTISERS

All advertising to be
inserted in this

MOTOR SUPPLEMENT,
must be delivered not
later than 2 p.m. on the
Wednesday of the week
of publication.

MUST CARRY FLARES.

Truck operators in Indiana now
are required to carry red flares to
set up on the highway in case of
stalling at night. These will serve
to warn motorists approaching
the stalled vehicles in the dark.

DRIVE SAFELY.

The Simple Rules of
the Highway.

USEFUL HINTS.

By Israel Klein

No motorist is so good a driver that he doesn't need a few pointers now and then on how to drive safely. Highway change, road surfaces are being built of different material, necessitating more careful driving. Cars themselves are of different construction every year, necessitating familiarity with new mechanism.

All of these factors make it imperative that the motorist keep up to the times in his driving.

Several factors influence the safety of drivers. In a recent address John A. C. Warner, secretary and general manager of the Society of Automotive Engineers, reviewed them. Following are points in his review:

"When travelling a main highway, do you make allowances for the negligent driver who shoots out of a side road unexpectedly? Of course, the right-of-way is yours and you can prove it, but what good will that do if you die in an accident?

"Are you a fair-weather driver on wet and slippery pavements, or do you adapt your driving to adverse conditions?

"When approaching a set of glaring headlights, do you forge ahead near the middle of the highway at full speed while looking at the lights, or do you drive moderately at the side, where you belong, with an eye for pedestrians at the edge of the road?

"Do you observe the simple rules of highway courtesy, or do you drive as if the road were all yours?

"Do you keep your car in good condition, or do you drive with four wheels and no brakes?

"Is your vehicle well shod, or are your tyres overdue at the scrap heap? Have you decided in advance what to do if a tyre blows out?"

With roads built for high speed and of good construction, and with automobiles built for durability and safety, the responsibility for accidents is entirely that of the driver, Warner contends.

Only two per cent of highway accidents are due to mechanical failure of automobiles, experts say. That leaves the remainder chalked up against the drivers. The solution seems to be more alertness at the wheel.

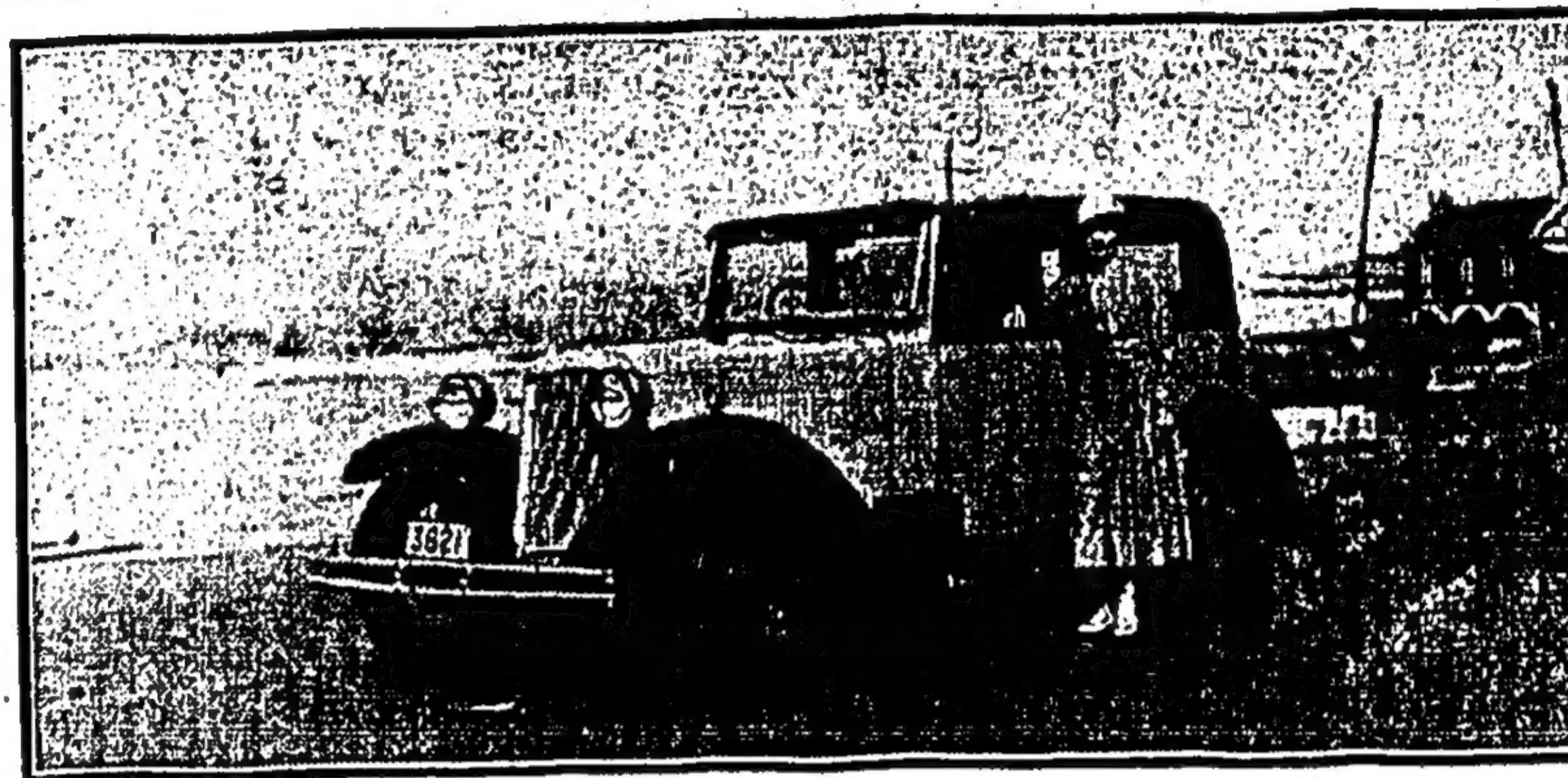
The fellow who gives no thought to the condition of his tyres is bound to run into a blowout some day that will throw him non too gently into a ditch and rudely interrupt his dreaming at the wheel.

The driver who neglects to lubricate his car regularly will some day wake up in a hospital to find an axle had broken or the steering gear had cracked up while he was doing 60 miles an hour.

"An ounce of prevention is worth a pound of cure," this adage, and this adage is strikingly borne out in the case of automobile care.

Have the old bus inspected regularly. It may save a few broken bones and weeks in a hospital.

FASHIONABLE ARMSTRONG SIDDELEY SPORTS SALOON.



The above picture shows one of the latest models from the famous makers of Armstrong Siddeley cars—the six cylinder Sports Saloon. It is not only striking in appearance, but in performance, being delightfully smooth and silent, even at high cruising speeds. Mrs. V. E. L. Shenton, an enthusiastic owner-driver, is the possessor, and speaks very highly of the splendid work of her car over the hilly routes of the Colony.

MAKING THE ROADS SAFER.

Lessons We Can Learn from Abroad.

By Gordon Sheridan

The Home Secretary has recently published the latest figures showing the number of persons killed or injured on the roads of Great Britain. They are enough to stir everyone—motorist or pedestrian—into some form of action, so that this ghastly toll of the roads may be reduced.

Every day, the figures inform us eighteen people are killed in motor accidents. During the last six years 37,000 people have been killed and 998,000 people injured. And the figures are on the increase. In 1926 the number of people killed on the roads was 4886. Last year 6891 people met their deaths in motoring accidents.

This cannot go on. Motoring is costing the country in human life and in pounds, shillings and pence as much as a small war. What is the solution to the problem? Obviously this is a time to pocket our national pride and profit from the examples and experience of our Continental neighbours, whose figures of road deaths and accidents are nothing like so heavy as ours.

I have driven in almost every country in Europe, and have been impressed by one outstanding difference between the foreigner's road and traffic system and ours. The European motorist is controlled and restricted when he is on the move, whilst here the motorist only seems to be under control when he is standing still or "crawling."

A motor car that is stationary is considered "over there" to be harmless enough. Once it begins to move it is subject to the keenest control and regulation. Not so Britain. You know as well as I that you are much more likely to be "pinched" for parking your car on forbidden ground than you are when roaring down the straight at fifty-five miles an hour or even passing through a town at thirty-five.

Safety Devices

Take France. Every driver has to pass a test before he can obtain a permit to take out a car. In Britain you can buy your licence before you even touch the wheel of a car! You are legally entitled to drive before you know the clutch from the foot brake!

The French driver has to sound his horn at every cross-roads and turn, and he has not to overtake in certain circumstances. One of the most important safety devices

might—should be fitted to every car. Thirdly, her more important roads should be divided up—a section for horse-drawn traffic, another for pedestrians, and a third for motor cars.

These suggestions are drastic, but the situation calls for a bold course. They could be supplemented by more white lines, road surfaces on which a car is not so liable to skid, and devices at cross-roads such as grass plots to slow down traffic.

I do not think a return to the speed limit would be of the slightest use. It was always ignored, and moreover a fast driver is not always a dangerous one.

So much for the technical side of the problem. There is a psychological one too. The vast army of Britain's motorists are maligned for the idiocy and shortcomings of the bully and the fool.

By some queer whim of nature certain ordinary, law-abiding, good-natured members of the community undergo a revolutionary change when they sit at the wheel of a car. They become selfish, shortsighted, ill-mannered. Every motoring manoeuvre they resort to is right. Everyone else's is wrong. They snarl when another motorist passes them on a bend, yet they laugh when they break a fundamental canon of the road by passing a car on the crest of a hill.

The Reckless Minority

Fortunately, there are not many of this type of motorist, but every road user knows they exist and imperil human life. Severe fines and terms of imprisonment will weed them out.

Then there is the fool. You must have met him—usually young and dashing, crazed by the love of speed and desire to show off. Often he can drive brilliantly. His handling of his gearbox is perfect. But, alas! he has no restraint or common sense.

If anyone passes him his dignity is outraged, his honour at stake. He must overtake the offender even if it means swerving round that corner at fifty miles an hour, even if it means crumpled wreckage and accidents (although he never thinks of this), as usually it does. Again there is only one course to adopt—punishment of the utmost severity.

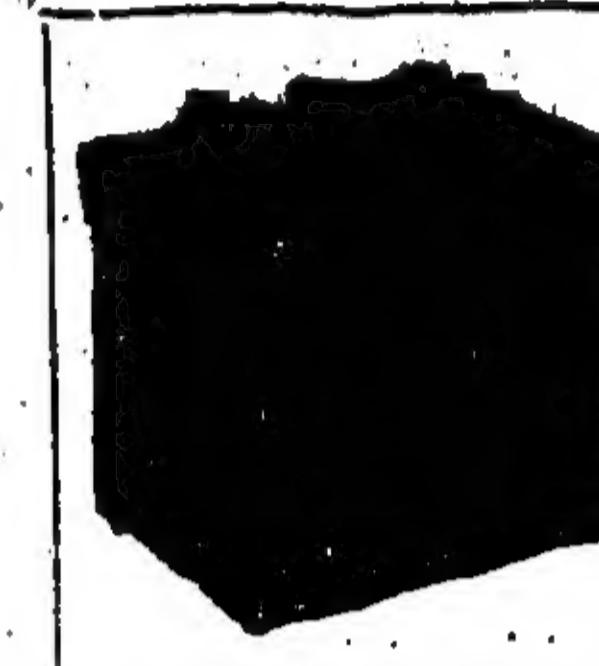
I am convinced that the majority of road users are good, safe drivers, who take every precaution to avoid endangering human life. Take away the bully and the fool, adopt the more enlightened Continental safety devices, and the toll of Britain's roads will be marvelled at for its negligibility, not shunned for its gravity.

A Sunday paper said recently that the flying squad will shortly possess fast cars with steel bodies capable of ramming any vehicle.

IDEAL FOR ALL CLIMATES

SMITH'S BATTERIES

These powerful and sturdily built batteries have proved their worth over and over again. They are capable of withstanding extreme temperatures and can be used in all climates with equally good results. Extra robust plates, rigid moulded containers, non-corrosive terminals and anti-spray vents are standard features. There is an appropriate Smith Battery for every Motor vehicle, motor cycle or radio set. The type shown—the 3YLMF13—is suitable for Ford and many American cars.



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CAR PROGRESS.

Greater International Interchange of Ideas.

We do not believe that this interchange of ideals will lead to the production of stereotyped chassis the world over, because the tastes of different nationalities are sufficiently diverse to ensure that a British car, for example, will remain distinct in character from a car produced in France, Germany or America. Nevertheless, if world-wide sales are to be achieved, a certain degree of standardisation is inevitable, and the encouraging export figures recorded by the British motor industry are undoubtedly due in some measure to the fact that the cars now being built in England accord more closely with the ideals of the overseas buyers than was once the case.

AND MORE TO COME!

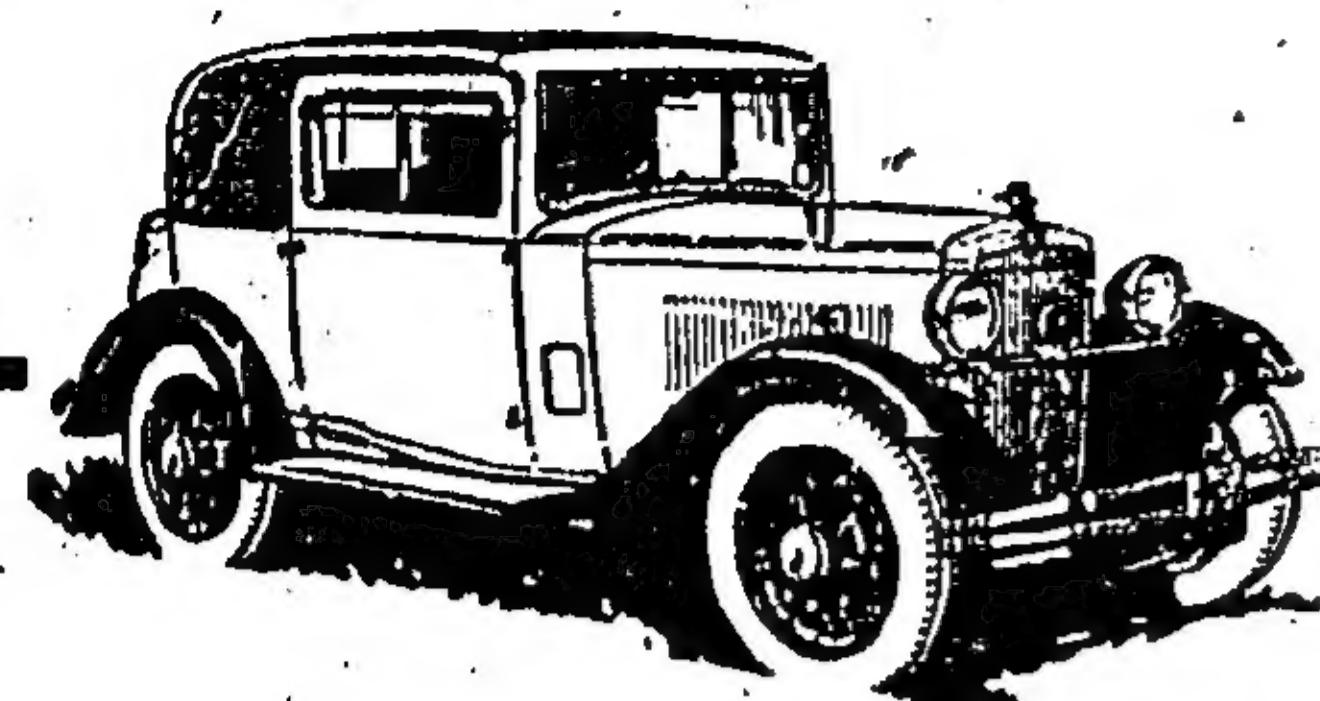
The automobile is the heaviest taxed non-luxury article in the country, the Automobile Club of Southern California reports. Sixteen different forms of taxes are levied on it in the United States.

LONDON'S MODERN FLYING SQUAD.



The London Flying Squad is famous throughout the world, and in addition to the fleet of cars capable of extremely high speeds, a number of B.S.A. motor-cycle combinations have recently been commissioned, equipped with wireless telephones as seen in the above picture.

CHEAPER
BETTER



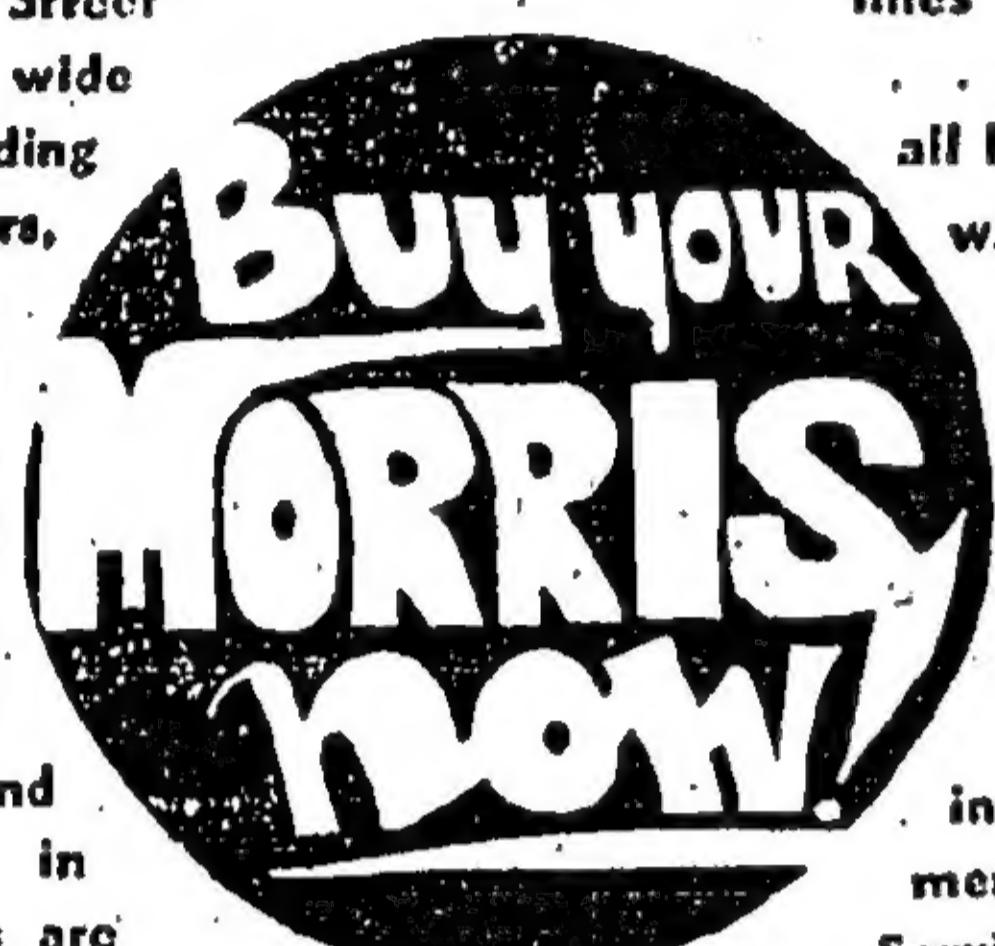
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lines . . . well-engined . . . capable of tackling all Hongkong slopes . . . with safety, too, being equipped with Lockheed brakes . . . Come and see them or telephone 28021 for a demonstration . . . Liberal discounts for cash . . . no interest charges on instalment plan payments . . . Service stations in Hongkong, Kowloon, and Canton.

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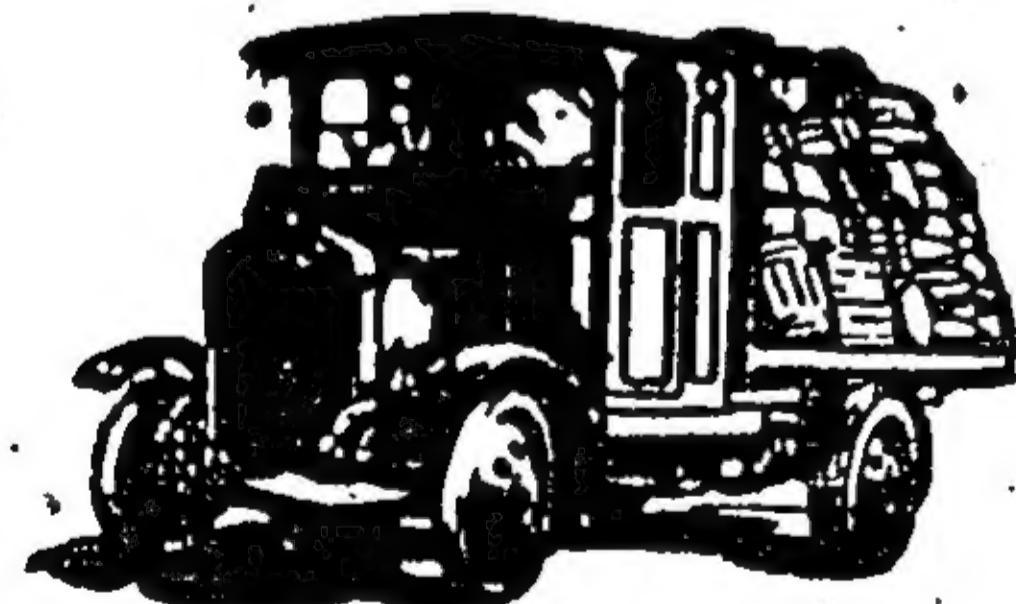
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THE JOY OF HILLMAN CARS.

Remarkable Performance of New Wizard.

MINX CONTINUES ITS SUCCESSFUL CAREER.

In their programme of cars for the new season the Hillman Motor Car Company, Ltd., have announced models which will interest the entire motoring world. Concentration upon the six-cylinder Wizard and four-cylinder Minx is the policy to be followed, and the excellent reputation which both have enjoyed during the past year cannot fail to be enhanced.

The New Wizard

The new Wizard merits careful attention because it is a car representative of all that is latest and best in automobile design. Indeed, to such good use have recent developments and research been put that the efficiency and power output of the engine are little short of phenomenal, especially when it is borne in mind that side valves are employed, with their well-known freedom from both noise and necessity for tappet adjustment.

Optional Engine Sizes

A feature of the Wizard has always been that alternative engine sizes are obtainable, at the same price and identical in appearance, and in the New Wizard this excellent point is continued. Thus, the "65" model has an engine of 65 mm. bore, 106 mm. stroke, 2,110 c.c. capacity and R.A.C. rating of 15.7 h.p., while the "76" model has a bore of 76 mm., a stroke of 106 mm., a capacity of 2,810 c.c., and an R.A.C. rating of 20.9 h.p.

High Power Output

The actual power developed is in great contrast to the official ratings quoted. So closely has design in relation to efficiency been studied that the "65" model New Wizard has a brake-horse-power of no less than 50 at 3,800 r.p.m., while the power unit of the "76" pulls 65 b.h.p. at 3,600 r.p.m. The effect is to endow the cars with a really outstanding road performance, for the "65" will do well over 65 m.p.h. (timed), and accelerate from 10 to 30 m.p.h. in 11.25 secs. on top gear and in 8.1-5 secs. in silent third. The "76" will attain genuine 70 m.p.h. and accelerate from 10 to 30 m.p.h. in 9.25 secs. (or 6 secs. on 3rd).

Cyclonic Induction

Largely this remarkable result has been achieved by close attention to the design of cylinder head, ports, and induction system. The combination of these points has been given the comprehensive name of "Cyclonic Induction". Moreover, a Stromberg down-draught carburettor is fitted, giving freedom from flat spots, and considerably assisting acceleration and power at low speeds. Startix optional automatic starting has been adopted, which restarts the engine should it stall.

"Cushioned Power"

It is not, however, intended that the New Wizard shall make its appeal solely on the score of speed and performance. For "Cushioned Power" has been incorporated in its design—that constructional feature which has proved its invaluable benefits in the Minx. By building "Cushioned Power" into the New Wizard the Hillman Company have set a standard of refinement to performance which must be tried to be believed. "Cushioned Power" confers upon the driver and each passenger a freedom from subconscious strain which, continually sustained, has in time a deleterious effect upon the human body.

Very Rigid Chassis

Thus the New Wizard is a car that combines a maximum power hitherto only associated with overhead-valve sports engines with a smoothness of running formerly considered unobtainable except with cars of much higher cost. Added to these, the weight distribution has been so carefully studied that the car rides with a sturdiness and stability that is positively amazing. The chassis frame has been made exceedingly stiff by means of cross-bracing and 7 cross-members, and the exceptionally long and almost flat spring at front and rear with hydraulic shock absorbers give practically complete immunity from road shocks.

Excellent Appearance

A feature of the New Wizard which impresses is the frontal appearance. The radiator has thermostatically-controlled shutters, and the large headlamps are mounted on supports which run from the wing valances to the radiator shell. The front wings, too, are of very attractive appearance, and resemble nothing so much as the bow wave of a destroyer—a most pleasing effect.

The radiator shell is set off by the new Hillman badge, with its wide wings and red enamel centre.

The bodywork, too, is handsome externally as well as very comfortable to ride in. The saloons are of pressed steel construction throughout, and the panels are gracefully curved, especially at the rear. The de Luxe models may be supplied either with built-in trunk or with luggage grid of unusual size and strength. In the latter case an apron is fitted over the 14 gallon petrol tank and the rear wings are flared out to conform to its shape. Inside, the body is skilfully designed to afford the absolute maximum of accommodation, and the amount of leg room provided is astonishingly great.

Wide Body Range

The New Wizard, with either "65" or "76" chassis, is supplied with a variety of bodies. There is the 5-seater Tourer, the 6-seater Saloon, the Saloon de Luxe, the four-light Saloon, the Sports Saloon and the foursome Coupé. The last-named has a luxurious body by Thrupp and Maberly, Ltd., the wellknown London coach-builders, with two wide doors, a gracefully out-swept tail accommodating a quantity of luggage, and a roof which can be folded back completely or halfway only.

New Seven-Seater

There remains one further model of the New Wizard which should meet a definite need. This is the Seven-Seater. The chassis has a wheel-base of 10ft. 3in. thus providing room for unusually commodious bodywork, while the power unit and chassis specification are as on the "76" model. Saloon, Limousine, and landauette bodies are available, the last-named having a partition behind the driver, but all have two occasional seats which fold neatly out of sight when not in use.

Good Finish

On each of the bodies fitted to the New Wizard the greatest attention has been paid to finish, both exterior and interior. All seating is upholstered in furniture hide, and is luxuriously carried out. On the Seven-Seater Limousine and landauette the rear compartment is richly upholstered in high grade Bedford cloth. A choice of several attractive colour schemes for bodywork and upholstery is available, and wire wheels are standardised on all models. Triplex glass is also a feature, every model being so equipped (on the 5-seater Saloon and Tourer the screen only is Triplex, but on all others Triplex is fitted all round).

The Minx

Since its introduction early last spring, the Minx has made a phenomenal leap into popularity, and has proved itself without doubt the most successful light car of its time.

Cushioned Power

That the success of the Minx rests on a solid base is obvious from the excellence of the performance which the car put up in the hands of private owners. Undoubtedly, too, the benefits conferred by "Cushioned Power" have had much to do with the popularity it has achieved. Moreover, the Minx is not a "light" car in any sense other than that it has an engine of under 10-h.p. rating and is economical to run.

In every constructional detail it is built with an ample margin of safety, and has, in fact, been designed throughout to suit the most strenuous conditions of any country over-seas. How well is exemplified by the epic performance of Capt. Yates Benyon, who, unaccompanied, drove a Minx from London to Calcutta, covering 8,600 miles in 44 consecutive days, despite delays of every conceivable nature other than mechanical breakdown.

There is little change to report in the Minx for the new season. Its 9.8 h.p. four-cylinder engine, of 63mm. stroke and 95mm. bore (1,185c.c.), is of side valve pattern, and it may fairly be claimed that a new era of engine efficiency was inaugurated when the Minx first appeared. The crankshaft runs on three bearings, which eliminates the "thump" often found in light car engines. The chassis is sturdy and exceptionally well sprung, long leaf springs and hydraulic shock-absorbers being employed.

Bodywork of remarkably roomy proportions is fitted, and the Family Saloon and Saloon de Luxe are of pressed steel construction throughout. Other models of the standard range are the 4-seater Tourer, the Sports Tourer, and the Club Saloon. The last-named is of sports pattern, with four doors and accommodates

NEW FORD TRUCK.

Interesting Features of New Model.

Commercial transportation has entered a new era in which lowered costs, improved appearance of truck units, greater flexibility and increased comfort for the driver are essential.

Meeting these demands the Ford Motor Company has presented to the commercial public, a complete new line of trucks and commercial cars designed to meet the transportation requirements of merchants, manufacturers, contractors, farmers, transportation companies and other businesses.

In showing the new line of Ford commercial units, Henry Ford is merely emphasising his faith in the future of business expressed when the new V-8 and 4-cylinder Ford cars were announced.

"I have continually stated that we have faith and faith, you know, is catching," declared Mr. Ford. "I have said and I again say that if we have confidence others will have confidence, too."

It was this confidence expressed by Mr. Ford which led the company to spend the amount of money necessary to develop the new line of commercial units. The commercial public to-day is greatly interested in economy. In the new commercial units, the Ford company has introduced refinements in design which set new standards not only in first cost but also in operation and maintenance. Furthermore, comfort and safety for the driver has been made a primary factor.

In announcing the new low prices for the commercial units, the company passes on to the business public reductions in cost of materials required in their manufacture.

Mechanically, the new commercial units have greater power and flexibility and other refinements designed to provide better transportation service.

The improved 4-cylinder 50 horse-power engine, the rugged frame, wheels, brakes and other chassis parts, as well as the transmission, all are designed particularly to withstand for long periods of service the rigorous demands of truck operation.

The engine has a bore of 3-7/8 inches and stroke of 4-1/4 inches. Rubber engine mountings, higher compression, smoothly machined valve ports, larger intake manifolds, increased valve lift, higher engine speed, a new carburetor and the new 33-pound crankshaft mounted in bearings have a total area of 44 square inches, combined to give the engine greater power, smoothness and flexibility at all speeds.

One of the factors contributing to economical engine operation is the new carburetor which is equipped with a "power jet". This goes into action only at high speeds and power peaks. The jet remains closed at normal speeds, restricting the quantity of fuel passing through the carburetor and effecting fuel economy for average driving conditions. The 17-gallon fuel tank is constructed of welded terne plate steel, and mounted on springs under the driver's seat.

The transmission is of 4-speed type, with "low-low" providing adequate power under all conditions. All forward speed operation is on roller and ball bearings.

The clutch is of the single-plate type with double friction facings.

The new coupling shaft is of two-inch tubular steel, with heavy forged steel spliced ends. Two heavy-duty universal joints are employed. Front universal has bi-partite feature, permitting easy removal of coupling shaft. Bolted-in main cross-member also permits easy servicing of clutch and transmission.

Front springs are of transverse cantilever type. Rear springs are 50 inches long and semi-elliptic. They are freely shackled at both ends, thus permitting the springs to "float" the load. Brakes are mechanical in type, brake drums being of special alloy cast iron, with non-scoring and long wear characteristics. The steering gear is easily operated, having reduction of 17 to 1.

The cab is all-steel construction, with steel roof. The windshield and rear window are fitted with safety glass. Seats are of the "air-cushion" type. A large cool ventilator, insulated dash and insulated floor covering permit maintaining proper cab temperature. The wide doors give easy access to the cab. Side windows have crank-type regulators. Complete instrument panel and coincident steering and ignition lock also are provided.

DANGER STATES.

It is reported that out of the 32,000,000 licensed automobile drivers in the United States, 22,000,000 are in states which do not require driver examinations.

BUS EMPLOYMENT.

The motor bus industry employs more than 100,000 full-time wage earners, and has an annual payroll of about \$175,000,000 a year.

HOTTER Sparks

BETTER Lighting— with

Let us show you Firestone Batteries with both rubber and wood insulation, extra height or high oversize plates and other features for extra long and dependable service under hard driving conditions.



THE DRAGON MOTOR CAR CO., LTD.

33, Wong Nei Chung Road.

THE ASIATIC AMERICAN COMPANY.

70, Queen's Road Central, Hongkong.

And at Canton & Wuchow.

SOLVING CROSS-ROADS PUZZLE.

Exhaust Pipes Like Chimneys: Unbanked Curve Dangers: Those-Rainbow Signals.
By Sir Malcolm Campbell

It is abundantly clear from the contents of my postbag that the motoring public is giving very serious attention to the problem of greater safety on the roads, for never a day passes but I receive letters bearing upon this subject.

Some contain suggestions practical and often valuable. A few put forward plans which a little thought would have shown to be out of the question because not adaptable to existing conditions or because they would bring in their train evils worse than those they are designed to cure.

I have before me now a very interesting batch of suggestions, culled from letters received during the past few days.

New Crossing Signs

One correspondent offers a too simple solution of the cross-roads problem, of priority of right of way.

As every experienced driver knows, it is not always easy to decide which of two crossing roads is subsidiary to the other. This has been the cause of many accidents, and there will be many more before we can get everybody to realize that all cross-roads are danger points.

The suggestion now made is that main roads should be marked at their junction with others by a triangle, erected a hundred yards or so before the point of intersection, while the subsidiary road should be indicated by a cross, similarly placed at an adequate distance from the main road.

This is excellent in its way, but one of its weaknesses is that both the triangle and the cross are already familiar and have their distinct meanings.

Risk Of Confusion

The triangle is now a cautionary sign indicating that there may be a danger ahead. Those triangles are being displaced by more graphic signs, but there are still enough of them in use to lead to confusion if they were used in the way suggested.

It would be easy, of course, to devise some other indicating symbol, but I am not in favour of multiplying the variety of road signs. There is, however, no reason why a large and characteristically coloured triangle should not be used as my correspondent suggests.

Again, the cross is used at present to denote a road crossing, but gives no indication of its character. I would suggest that, if the idea I have outlined be adopted, the cross in an enlarged form should be retained, but superimposed on the cross should be the letter "M," denoting that the road to be entered is a "superior" one. That would get rid of all the difficulty and would

remove the doubt which always arises one when the cross-roads sign is encountered on unfamiliar roads.

Two Roads at Curves

Another correspondent deals with the danger of the unbanked curve, which has undoubtedly been the cause of many accidents, especially in wet weather.

It is generally admitted that curves which are not banked are dangerous. They are infinitely worse when, as so often is the case, they are banked the wrong way by the heavy camber which some road surveyors think is necessary to drain the surfaces. The "heavy camber" school of road thought seems to be dying hard.

I have an idea that the reason road authorities do not incorporate a properly calculated banking in heavy curves is that they are afraid of being accused of turning the roads into racing tracks. This is a wrong way of looking at the matter.

Modern traffic is fast traffic, and nothing will alter the fact, so why should not our road surveyors and authorities recognize it and make the roads as safe for everybody as possible?

My correspondent offers the excellent suggestion that where a new road is under construction and it is necessary to lay out a heavy curve, the bend should be split, with an island in the centre, thus forming two separate "one-way" roads, each of which should be banked the right way for the traffic.

Making Things Worse

The same reader raises the question of the "stratum" of noxious gases which is alleged to be formed in busy and constricted streets by exhaust fumes from motor vehicles. Attention was recently called to this by a medical authority, with particular reference to the conditions said to exist in Bond street and other narrow thoroughfares in London carrying a heavy volume of motor traffic.

My correspondent suggests that a partial remedy would be to compel all large vehicles, as, for example, double-decked motor-omnibuses, to be fitted with vertical exhaust pipes extending to the top of the vehicle, so as to carry off the gases at a higher level. I pass on the idea for what it may be worth, though I think I have heard it before.

Without pretending to a great deal of knowledge of the subject, I doubt if it would make much difference. As I understand it, carbon-monoxide, which is the dangerous component of exhaust fumes, is a heavy gas which tends to sink to ground level. On a hot, still day in a narrow, congested street the evil might be aggravated.

Inviting More Rules

In the first place, I think it unwise to complicate any system when something simpler is more effective and less likely to lead to confusion and accident.

We know that it is not every driver who can be depended upon to give the correct warning of his

OFFICIAL HIGHWAY REPORT.

Statement by the Committee of the Automobile Club of China.

Much has been said pro and con regarding the possibilities of the new Shanghai-Hangchow Highway, but the appended statement prepared by the Automobile Club of China as to actual and potential conditions, should prove of more than passing interest both to foreign and Chinese motorists.

Total length from Shanghai to Hangchow 216 Kilometres (134½ miles)

Shanghai-Minghong.—29 Kilometres (18 miles). This section has been in existence for many years and is built of broken brick and cinders. The road surface is good. The existing toll was done away with as far as private motor vehicles are concerned on October 10, 1932. The Minghong road is reached from Route de Zikawo by crossing the Route Ghial Bridge or Zikawo Bridge and (in each case) taking the first turn to the right.

Minghong Ferry.—Consists of a jetty, a landing bridge and a pontoon on each bank of the Whangpoo River. A steel ferry boat driven by a Diesel engine, and a wooden ferry boat operated by yuloh, carry vehicles across the river. Three ordinary sized motor vehicles are carried by either of the ferry boats—loading and unloading is completed in a few moments and the crossing occupies approximately 5 minutes. There are gasoline service stations at Minghong on both sides of the Whangpoo.

Minghong-Cholin.—21 Kilometres (13 miles), recently constructed of broken stone with surface of cinders or crushed shells. The surface is in places very soft. Wide enough for vehicles to pass each other without difficulty. Ten kilometres from Minghong the road passes through Nanchiao. Gasoline service station at Cholin.

Cholin-Chapoo.—47 Kilometres (29½ miles). This section is narrow and cars may only pass when proceeding dead slow. The top of the old sea wall is used for the road for several miles after which it skirts the single hill just beyond Kingszen and the range of hills at Chapoo. The road bed on the top of the sea wall is solid and has been surfaced temporarily with broken shells. After leaving the sea wall the road bed which is surfaced with broken shells and cinders, becomes soft and treacherous. Gasoline service stations at Cholin and Chapoo.

Chapoo-Hangchow.—118 Kilometres (78½ Miles). The whole of this section of the road has been in use by motor buses for some time. Wide enough for some line of traffic only until approaching Hangchow. The road bed is hard, but in places the loose cinder top surface and numerous sharp curves make the greater part of the road dangerous for motor vehicles driven at high speed. From Chapoo the next town is Maiyen (11 miles—18 kilometres) and from there to Kampu (12 miles—20 kilometres). The road runs along the sea wall from Chapoo but here enters the countryside in order to skirt the long range of hills at Kampu. Work is at present in progress cutting out a number of the bends in this section, but the road is still extremely dangerous for fast travel as far as Haining and some distance beyond. From Kampu to trees) and care has to be taken slowing down through the latter place. Policemen with green and red flags are stationed at either end of the village to direct traffic which can only travel single file in one direction only. Gasoline service station at Haining. At Hukatou some miles beyond Haining a road branches off to the right (to the Hangchow Railway), but the Hangchow road goes straight ahead and on approaching Hangchow widens for the last 15

intentions to other traffic, even with the infinitely simpler systems of signalling now in use. How much more likely is even the most careful and painstaking driver to fall into error when he has under his hand a device that depends for its effectiveness on human accuracy!

What can be simpler than the electrically operated and illuminated semaphore arms which are now so widely used? In combination with a "Stop" light behind the car they give all the indications that are necessary for the information of other traffic.

From another point of view I am sorry this device has been introduced. The more there are of such accessories, the more likely are we to be hampered by regulations of the Ministry of Transport, which is the last thing we want.

The motoring community is intensely interested in working out its own salvation, and desires nothing more than to be left as much as possible alone to do it. Anything, therefore, that invites interference from the authorities is unwelcome.

UNREADABLE, BUT CLEAR.



Motorists travelling on highways around Tokyo, Japan, often encounter the traffic sign above. Although they are unable to read it, the meaning of it is clear. This type of graphic warning to motorists is common throughout Japan, and probably accounts for that country's excellent safety record.

the reservations above mentioned, and possible deterioration of road surface as the result of traffic, by all vehicles, provided speed is regulated to suit the road conditions from place to place, which means an average speed over the whole length of the road from Minghong to Hangchow of not more than 20 miles per hour, and Members are warned against endeavouring to emulate thefeat of earlier travellers who were able to complete the journey with practically no traffic on the road and before the surface had been subjected to any wear and tear. In dry weather dust is exceptionally bad.

Chinese Hostile to Motor Caravans

On October 10th, between Minghong and Chapoo the Chinese appeared to be hostile in places and enquiries elicited the information that this was due to the clouds of dust which covered their crops. In places the farmers were observed watering the road for stretches of half a mile and more. It should also be borne in mind that the Chinese on certain sections of the road are unused to fast moving traffic. The most important factor for comfort on any section of the road is careful driving, and preparedness to meet any emergency resulting from soft road surface or dangerous curves.

The road can be used, subject to the day's return journey from Shanghai cannot with comfort extend beyond Chapoo or possibly Halyen and Kampu according to weather and road conditions, and provided an early start is made. At Kingszen, half way between Cholin and Chapoo, there is a lone hill which may be made the day's turning point, or at Chapoo a long range of hills. As Halyen there is beautiful wooded countryside and at Kampu a long range of hills. Hangchow Bay is in sight as far as Kampu, and is within a short distance of the road at any point.

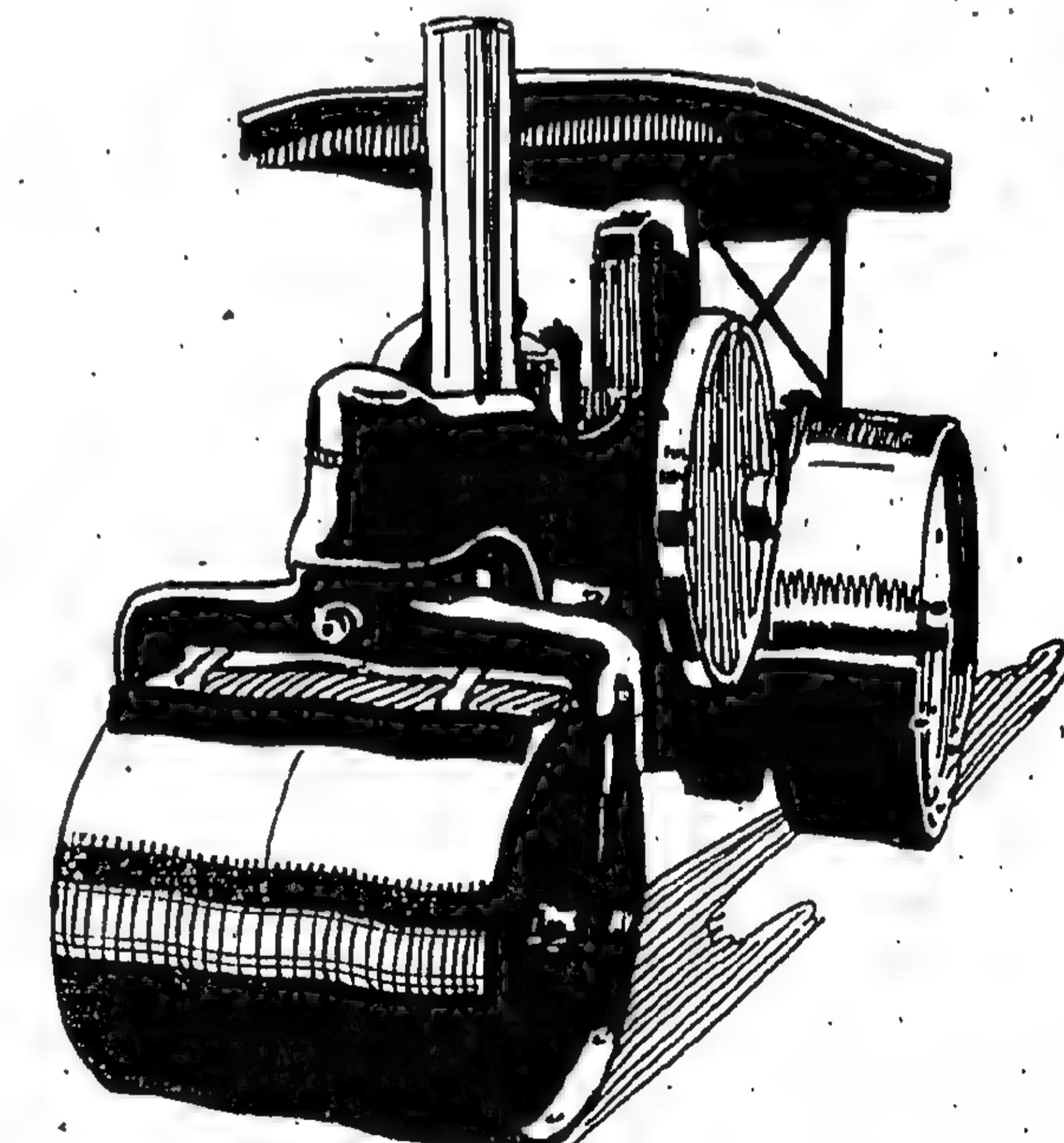
There is no hotel accommodation between Shanghai and Hangchow and no food can be procured with the exception of eggs, and, at the numerous Chinese temples, tea.

No facilities appear to exist on the road for repairs of any description.

A Chinese license issued by the Municipality of Greater Shanghai is sufficient to cover this road and the connecting Hangchow-Nanking, Nanking-Wuhu and Hangchow-Hwei-chow roads. It is possible that a new system of tolls may be introduced at the beginning of 1933, but for the present none are payable for private motor vehicles.

No rule of the road is published, but all traffic appears to observe Shanghai practice, i.e. keep to the left.

A recent order for six rollers has been placed in Shanghai.



RUSTON DIESEL ROLLER.

Forty years on the hard road to experience.

Sole Agents.

REISS MASSEY & Co., Ltd.

7, Queen's Road Central, Hongkong.

Upas.

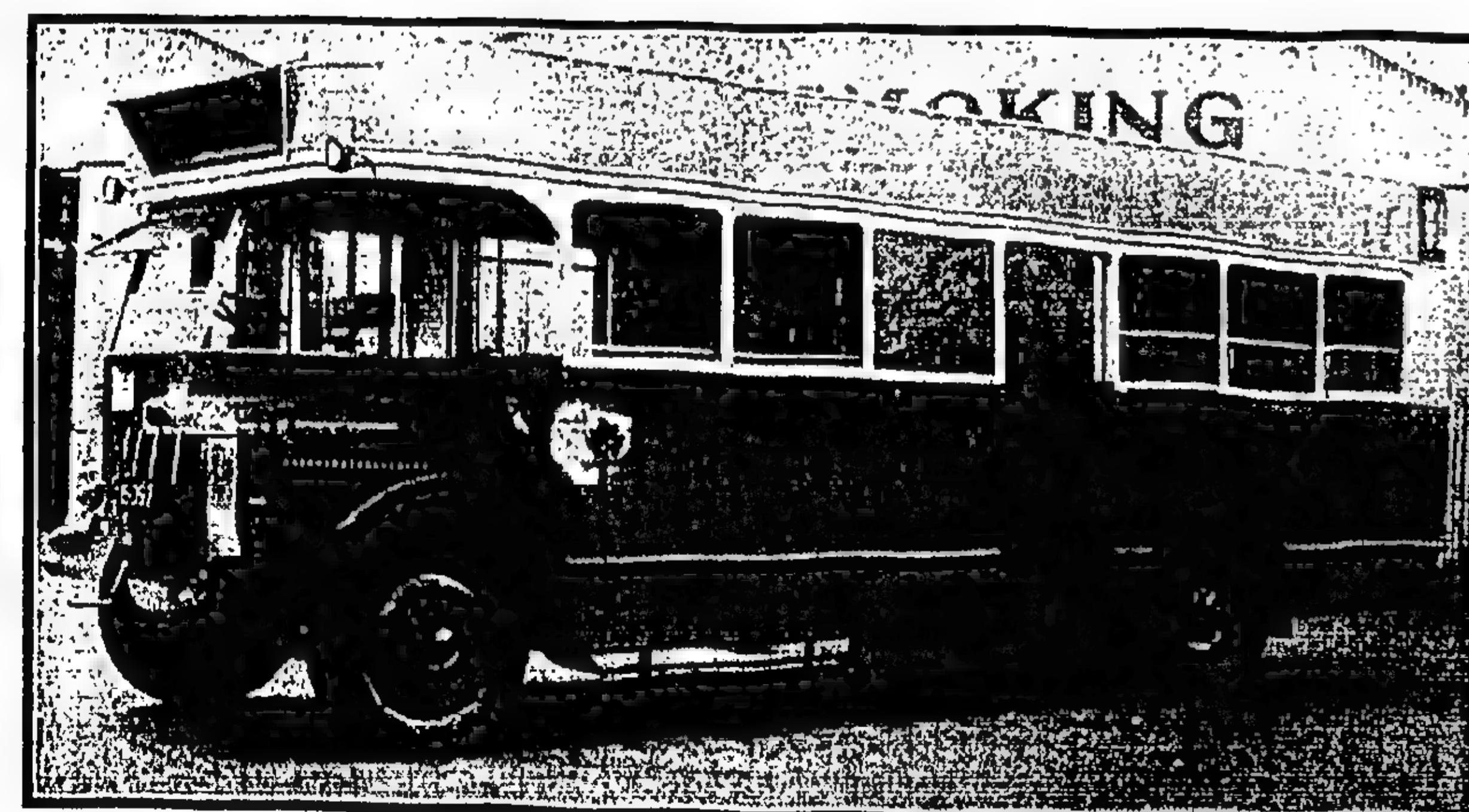
CRUDE OIL MOTOR 'BUSES

GARDNER ENGINED-TILLING-STEVENS 'BUSES

OVER ONE HUNDRED OF THESE ARE IN USE

BY THE CHINA GENERAL OMNIBUS CO.

SHANGHAI.



Agents:—DODWELL & CO., LTD.

Hongkong.



ANNOUNCING



Two Improved

1½ and 2-Ton Ford Trucks

These new chassis are entirely different units from the Model AA and have been improved in many respects over the Model AA—they are sturdier, have increased horse-power, are more speedy and more efficient, and are of an entirely new design.

1 NEW REAR SPRINGS

50-inch semi-elliptic type freely shackled at each end. Supports frame 25 inches back of axle. Counteracts frame flexure and side-sway of long bodies.

2 REAR AXLE

56½" tread—permits mounting wide bodies and contributes to roadability. Strong axle housing. Extra heavy spring seats. Double bearings in each hub under load centre.

3 FRAME

Width, length, and depth provide adequate body support for all road and load conditions.

4 DRIVE SHAFT

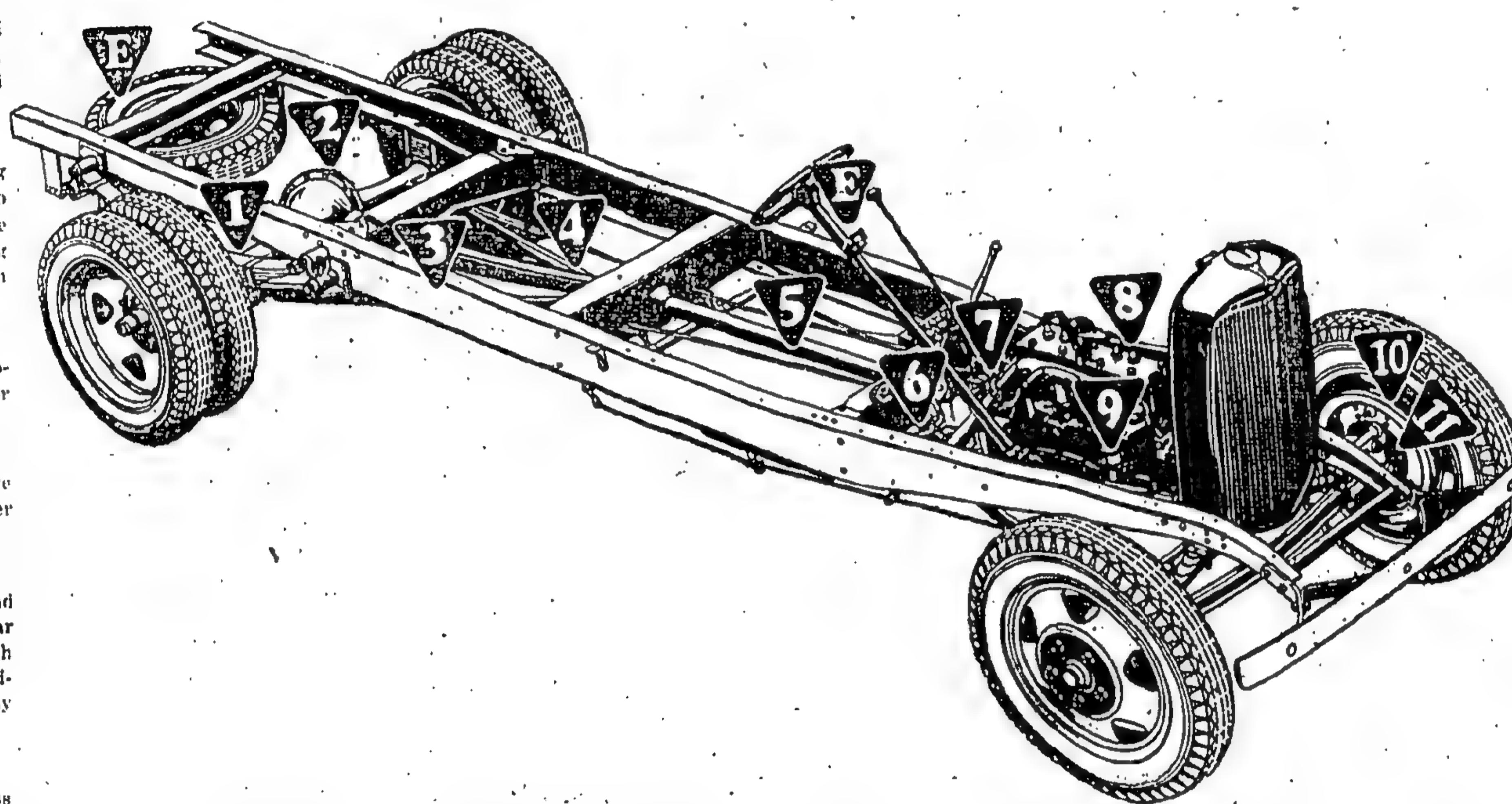
2 inch tubular steel—large forged splines—double roller bearings.

5 COUPLING SHAFT

(between transmission and drive shaft)—2-inch tubular steel—large universal at each end—large forged splines. Bi-partible coupling permits easy removal for service.

6 FRONT RADIUS RODS

attached to heavy main cross member of frame with ball and socket mounting. Rubber insulation between ball and socket.



7 CLUTCH THROWOUT BEARING

Heavy duty ball bearing type. Easily lubricated by grease cup extending through floorboard.

8 50 HORSE POWER ENGINE

Sturdy crankshaft, machined valve ports, large intake manifold. New power, speed and economy.

9 FUEL SYSTEM

Mechanically operated. Ford-designed fuel pump with combined sediment trap and filter. Illuminated fuel gauge on instrument panel—17 gallon tank of tene plate, electrically welded, under driver's seat.

10 BRAKE DRUMS

Cast alloy iron. Ned hardness and rigidity for long trouble-free service.

II FRONT HUB AND DRUM

Integral unit construction. Maintains accuracy of front brake alignment.

E EQUIPMENT

(with chassis)—Spare wheel carrier integral with chassis frame—complete instrument panel and electrical system—Cowl assembly—coincidental steering and ignition lock—Complete tool equipment—Front fenders and running boards standard equipment—5 tapered disc steel wheels. Tires—Front 6.00-20 Balloons; Rear 32-6, 8-Ply—High Pressure. Dual wheels 6.00-20 front and rear. All tires interchangeable. Spare wheel with tire and tube.

Engineered for Economy of Operation and Upkeep

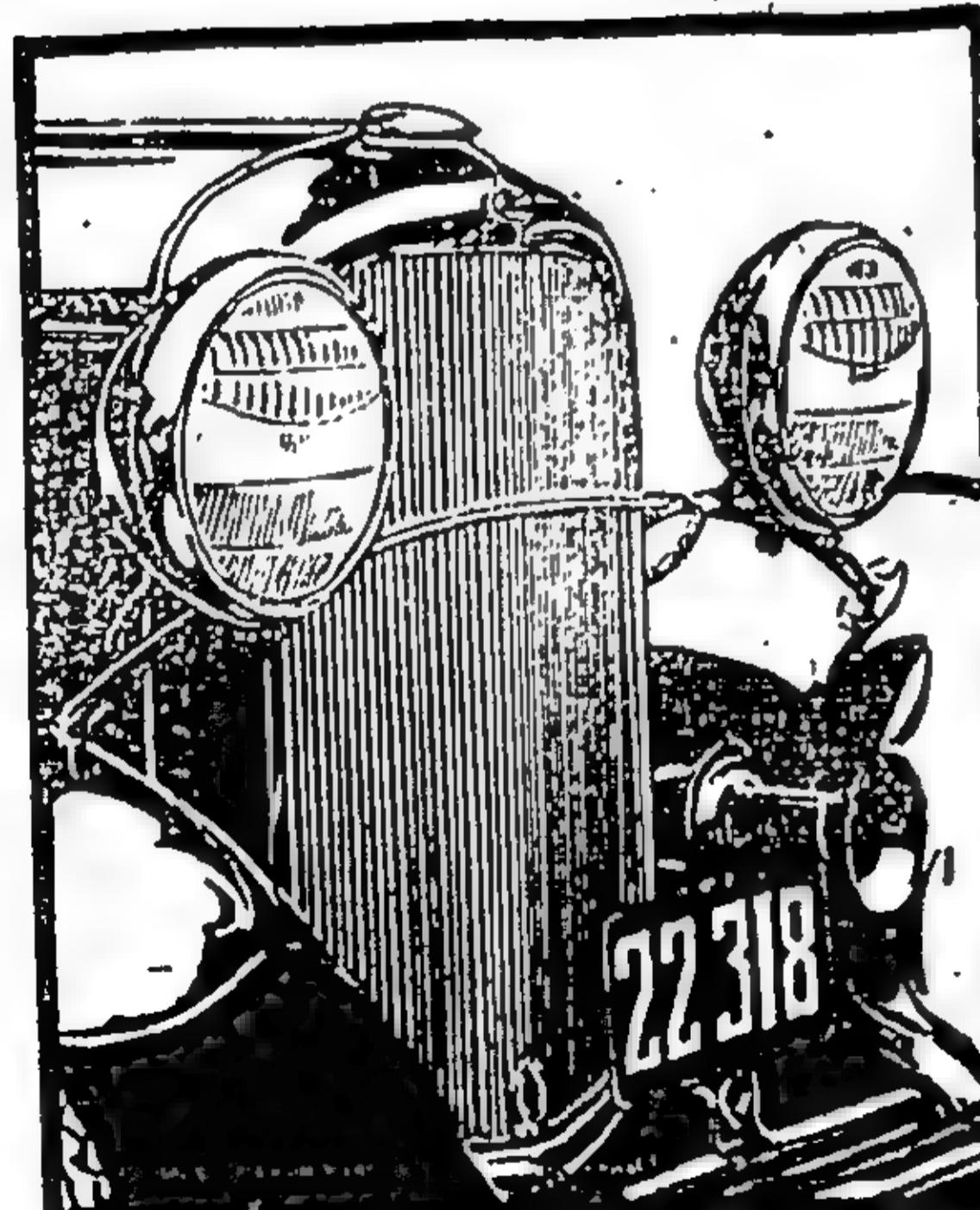
MORE POWER

MORE SPEED

NEW DESIGN

COUPLING AND

DRIVE SHAFTS



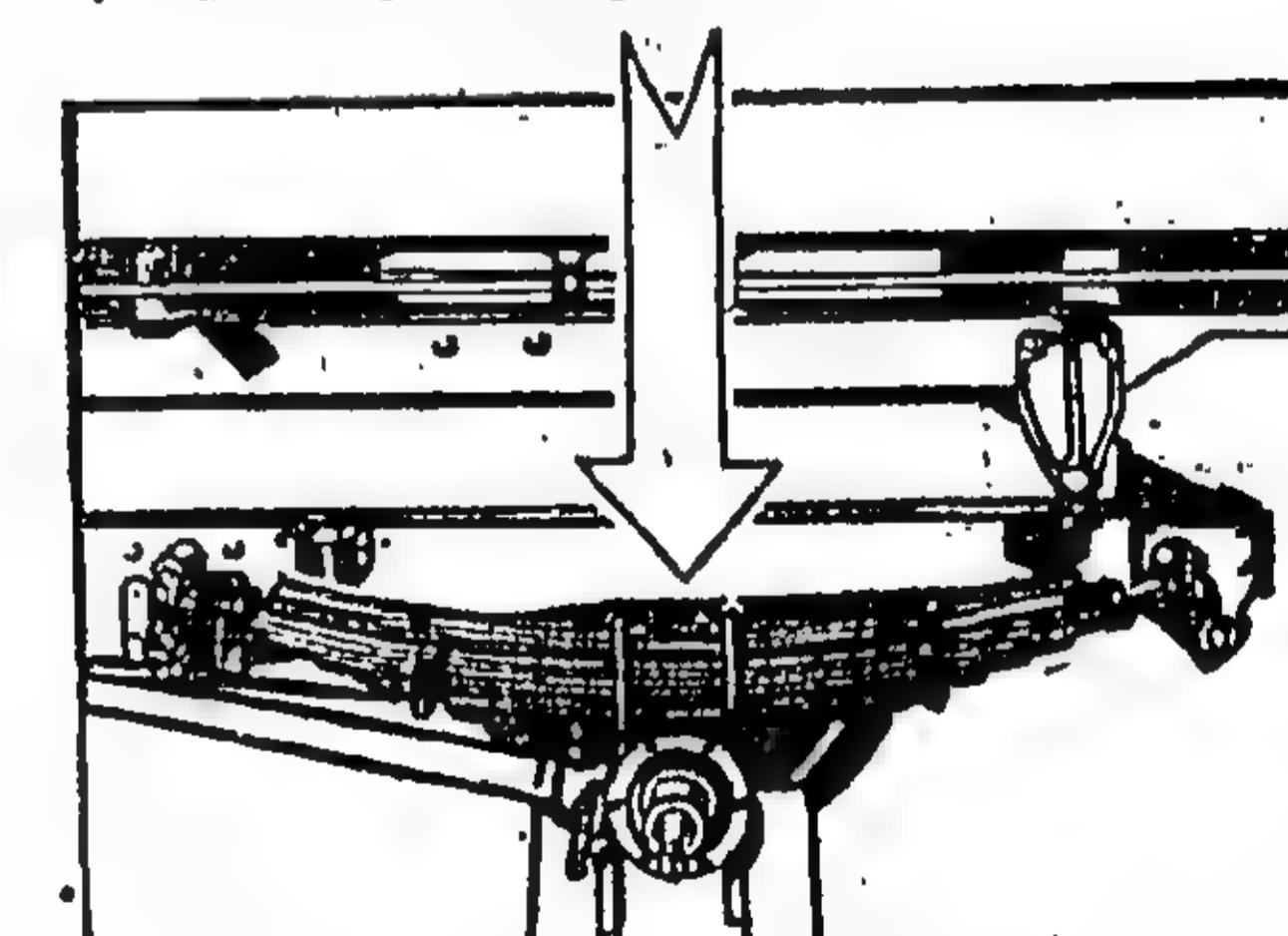
NEW SEMI-ELLIPTIC

REAR SPRINGS

LENGTHENED FRAME

CAST ALLOY

BRAKE DRUMS



AUXILIARY SPRINGS

The auxiliary springs are designed especially for heavy duty units. They are extra long and give additional spring capacity for unusually bad road conditions. They permit adequate spring flexibility when running either light or loaded, since they come into action only after the regular springs are partly depressed.

CHOICE OF 131-1/2" OR 157" WHEEL BASE . . . CHOICE OF 1-1/2 OR 2-TON CHASSIS . . .

POWERED WITH 50 H.P. 4 CYLINDER ENGINE.

MAY BE HAD ALSO WITH V-8 CYLINDER ENGINE FOR BUS OR OTHER PURPOSES WHERE GREATER POWER AND SPEED ARE DESIRED.

Authorized Dealer:

WALLACE HARPER & CO., LTD.,
745, Nathan Road,
Mongkok, Kowloon.

HONGKONG FORD SUPER-SERVICE STATION
Hennessy Road, Wan Chai.

FORD MOTOR COMPANY, EXPORTS, INC., SHANGHAI

AN ASTONISHING INTERPORT

(Continued from Page 8.)

played a game unworthy of Interport football, but that Johnson was no better.

Bryant and Cheng combined to form a very useful right wing and most of the danger to the Probables defence came from this direction. Bryant's finishing was inconclusive, but Cheng was persistently placing the ball neatly in the goal-affording his colleagues innumerable chances of improving the occasion.

MULLANE OVERWORKED.

Mullane, because of the injury suffered by Strange and his consequent loss of form, together with the trickiness of Lawson and the speed of Duncan, was given a very busy afternoon, and on the whole came through with a fair amount of credit, although he was half hearted in clearing and not always certain in his tackling.

Duncan put in some good work, and three times brought the best out of Rodgers with stinging drives from acute angles.

His Excellency the Officer Administering the Government (Hon. Mr. W. T. Southern), kicked off, and the Rest were quickly on the attack, Johnson being prominent with two fast dashes through the defence. The game was young when he seized a through pass and making ground in fine style broke through to beat Rodgers, although his final shot was badly directed and if Rodgers had come out of goal, he would probably have covered it with ease. This was the only blemish in the Interport captain's display.

GOALS MISSED.

Those who expected the Probables to pull themselves together after this reverse were doomed to disappointment. The Rest took the game into their hands, and swarmed round the opposition goal. Johnson missed two easy chances of scoring whilst inaccuracy saw a number of useful shots go wide of the mark.

The second goal, however, was inevitable, and although Bryant put the finishing touches to it, the credit must go to Cheng Sui-hong, who beat Rodgers all the way with a cross-shot, the ball hitting the inside of the upright to bounce out and finally fall at the feet of Bryant. If the Rest had finished four goals to the good in this half they would not have flattered, for they had 70 per cent. of the game. It was rather disturbing to discover the inability of the Rest to pull themselves together. They made their periodic raids to the opposition area, but were seldom dangerous even before goal. During the first half Howe made a bad mess of two glorious opportunities, whilst Gosano should have scored when he cut in but he refused to take a first time shot from a perfect position.

PENALTIES SAVED.

There were some sensational incidents in the second half, when the Rest were awarded two penalties in quick succession. The first resulted from Bryant being sandwiched on his way to a certain goal, but Rodgers magnificently cleared Lawson's drive, and the second came from Strange handling, when Bryant saw his fast shot equally well saved by the gallant Rodgers.

After these disappointments, the Rest as an attacking force began to fade out and the Probables took up the running. They got as far as the penalty area and then Allan and Lau Mau stepped in with fine judgment and precision, whilst beyond them Lam kent a clever goal. It was left to Suen to notch the point which reduced the arrears, and his was a delightful goal, a left footed drive with the ball entering the top corner of the net.

The final exchanges were dull and patchy with fruitless raids on both goals.

Tenants:
Interport Probables:—Rodger; Mullane and Strange; Billas, Wong Mee-shun and A. Duncan; E. Gosano, Sun Kam-shun, Howe, Jones and Baldry.

Rest:—Lam Tin-chan; Allan and Lau Mau; Loung Wing-chui, Pardon and Tong Kwan; Cheng Sul-hong, Bryant, Johnson, Lawson and Duncan.

MANCHUKUO LOAN.

TOKYO BANKERS TO LEND 30,000,000 YEN

Tokyo, Nov. 11.
A syndicate of Tokyo bankers yesterday accepted Manchukuo's request for the flotation of five per cent bonds amounting to 30,000,000 yen. The loan will be formally signed on Saturday and the bonds issued early in December.—Reuters

HOUSE OF LORDS DRASTIC SCHEME OF REFORM PROPOSED

London, Nov. 11.
Drastic proposals for the reform of the House of Lords are made by an unofficial joint committee of Conservative Peers and Commonsmen, under the chairmanship of Lord Salisbury.

The reforms include the election of members of the House of Lords partly by Peers and partly by members of county and country borough councils.

They include also seats for women and incomes of £600 a year for Labour Lords.

Another recommendation is that any Bill, other than a money Bill, may be vetoed by an absolute majority of the Lords and cannot be submitted again by the Commons until after a general election.

The membership of the House of Lords will be reduced from 769 to 320 and the Peers not elected to the Upper House will be eligible as candidates for membership in the House of Commons.

M.C.C. V. VICTORIA

VISITORS START BADLY

Melbourne, Nov. 11.
The M.C.C. team to-day commenced their match against Victoria. The weather is cloudy but the wicket is perfect.

Victoria won the toss and elected to bat, the innings opening before an attendance of three thousand. Runs came slowly, and at luncheon Victoria had 99 for two wickets, one of which was M. W. Woodfull's. The Australian skipper made only five.

After lunch the attendance increased to 16,000. Thanks to the splendid batting of Oakley, Victoria was saved from disaster, and the innings totalled 231.

Oakley made 83 and was not out.

He cut and drove nicely and was battoning for two hours. He hit eight fours.

Of the English bowlers, Allen took four wickets for 45 and Vose four for 55.

The M.C.C. opened with Allen and the Nawabs of Patiala, and lost them both. Allen made 15 and the Nawabs only six.

Stumps were drawn at 41 for two wickets.—Reuters.

MAKE BELIEVE

JAPANESE ARMIES CLASH IN NARA DISTRICT

Tokyo, Nov. 11.
Following final dispositions last night, 40,000 troops, comprising opposing armies, commenced active operations at the annual grand manoeuvres at daylight this morning.

General Minami's northern army, representing portion of the attacking force, are advancing to the south from the Fukui coast of the Japan Sea, while the southerners, under General Honjo, are hastening from the direction of Okayama and Wakayama, for the purpose of repelling them.

The two armies clashed this morning in the district east-south-east of Nara.

The Emperor has taken up his headquarters at Osaka castle.—Reuters.

WEST INDIES DISASTER

1,000 KILLED: CROPS DESTROYED

New York, Nov. 11.
It is estimated that a thousand persons have been killed in a hurricane which has done enormous havoc throughout the West Indies.

According to a message from Camaguey, Cuba, enormous damage was done. A Havana newspaper estimates that 300 perished at Camaguey alone.

It is also estimated that fifty per cent. of Jamaica's banana crop was destroyed.

A number of vessels, including a Cuban gunboat, were sunk in different harbours.—Reuters.

THE DISARMAMENT PROBLEM

BRITISH SPEECH PLEASES GERMANY

Berlin, Nov. 11.
A deep impression has been created by Sir John Simon's speech in the House of Commons last night. A Foreign Office spokesman terms it a "tremendous advance" but indicated that Germany would not participate in the Disarmament Conference until France and other countries endorse the Simon pronouncement.

Moreover, Germany would not guarantee to renounce her claim for a revision of the peace treaty, nor enter an "Eastern Locarno."—Reuters.

Among the wreaths deposited at the Conophant yesterday on behalf of the Saracens, were on 1st of November of the Royal Fleet Auxiliary services of Admiralty officers, Mr. E. M. Ross, D.S.C., a Chief Officer of one of the local vessels.

E. F. FINCHER BATS BRIGHTLY

LAY FLAYS CUB BOWLING

K.C.C. ON TOP

Kowloon are in a commanding position of the two-day fixture with the Hongkong Cricket Club which commenced yesterday on the Hongkong ground.

At the close of play, the Kowloon C.C. had five wickets in hand and were 54 runs in excess of their opponents' total.

The H.K.C.C. batted first, and compiled 144 runs. J. F. Whitham was the top scorer with 34, and Duckitt followed with 20. Ride and Lowe both entered the twenties. Burnett did the damage, claiming five victims for 35 runs.

A. T. Lay again came to the rescue of Kowloon, after E. F. Fincher had been dismissed for three runs, and rattled on 50 in quick time. His innings included three sixers and six boundaries. N. A. E. MacKay carried on the good work, and Fincher is still undefeated with 73 runs, the result of a sparkling innings, while Mackay gathered 40. The match will be continued this afternoon.

Yesterday's scores follow:

	1st Innings	2nd Innings
E. R. Duckitt, c Perry, b Burnett	30	0
H. J. Armstrong, b Burnett	23	0
L. T. Ride, c McInnes	23	0
S. D. Harvey, c Lay, b Burnett	34	0
J. P. Whitham, b Goodwin	13	0
T. Hayward, c Lay, b Goodwin	24	0
H. J. Lowe, c Perry, b Burnett	4	0
A. C. Beck, c E. F. Fincher, b Lay	4	0
G. E. R. Divett, b Burnett	4	0
G. S. Dunkley, c Goodwin, b Lay	8	0
C. V. R. Sergeant, not out	1	0
Extras	3	0
Total	144	0
Fall of wickets.—1 for 0; 2 for 49; 3 for 53; 4 for 56; 5 for 88; 6 for 113; 7 for 118; 8 for 131; 9 for 142; 10 for 144.		

Bowling Analysis.

O. M. R.	W.
Burnett	14.2 8 26 5
Lay	11 1 37 2
McInnes	11 3 38 1
Goodwin	8 1 31 2
Kowloon C.C.—1st. Innings	3
E. F. Fincher, b Beck	3
A. T. Lay, c Divett, b Sergeant	50
E. F. Fincher, not out	73
G. Perry, c Whitham, b Beck	6
I. McInnes, run out	6
N. A. E. MacKay, c Armstrong, b Beck	40
W. C. Hume, not out	10
Extras	10
Total (for 5 wickets)	198

Bowling Analysis.

In 1922 Mrs. Isaacs, who was then 22, divorced her husband, Mr. Michael Angel Isaacs.

Met by Chance.

A few months ago they met by chance at the wedding of a mutual friend. A reconciliation took place and they decided to put back the clock—over ten years.

All their friends are delighted, nobody is more delighted than their little son Leo, who thinks it will be "grand to have a daddy again."

Notice of the marriage has been given at the Kensington Register Office. Mrs. Isaacs is described as a director of sales, living at Thurleigh Road, Balham.

Mrs. Isaacs is a sister-law of Mr. Jack Waller, the theatrical manager.

THUNDER'S SECRETS

RESEARCH BY WEATHER EXPERTS

Secrets of thunderstorms and the determination of the height of fog are among the matters dealt with by the Director of the British Meteorological Office in his annual report just issued.

Efforts to determine the velocity of air-currents in thunderstorms are being made. Balloons carrying instruments are sent up into thunderstorms and at a predetermined height, the instruments are released and fall gently by means of parachutes. The instrument carried by the balloon records its height on a drum driven by clock-work.

Instruments have been distributed to certain stations where they are kept ready to be sent up immediately in a thunderstorm passes over the station.

During the year 14 soundings were made, but none succeeded in reaching the active part of a thunderstorm.

Of the 32 soundings made in the upper atmosphere 21 yielded results, but the instruments were lost on the 11 other occasions.

Attempt to determine the height of a fog by means of light-measuring instruments in a captive balloon have been continued, and it is hoped to find some simple means of registering the height of a fog.

TO WED SAME MAN TWICE

CHANCE MEETING AFTER 10 YEARS

Few women marry the same man twice, but that is what Mrs. Sylvia Isaacs, of Queen's-gate, S.W. 1, is to do.

The marriage will be the happy ending to a broken romance of ten years ago.

In 1922 Mrs. Isaacs, who was then 22, divorced her husband, Mr. Michael Angel Isaacs.

Met by Chance.

A few months ago they met by chance at the wedding of a mutual friend. A reconciliation took place and they decided to put back the clock—over ten years.

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NEWCHIWANG AFFAIR.

ARMY'S THANKS FOR MRS. PAWLEY'S RESCUE

Tokyo, Nov. 11.
Colonel James, the British Military Attaché, under instructions from Field Marshal Sir George Francis Milne, Chief of the British Army General Staff, visited Field Marshal Prince Kanin, Chief of the Japanese General Staff, yesterday, and was undefeated at the close of the eighth wicket before the pair were separated. The total reached 310 runs when the last wicket fell.

Paterson played bright cricket and was undefeated at the close of the ninth wicket with 134 runs to his credit. His knock included 24 fours and together with Potter, he put on 161 runs for the eighth wicket before the pair were separated. The total reached 310 runs when the last wicket fell.

F. S. W. Smith was difficult to play, and returned the best analysis with eight for 57. He also saved the Kowloon batting from total collapse although, at the close of play, they had lost six for 52.

U.S. FLAGSHIP ARRIVES

ADMIRAL TAYLOR ON BOARD

The U.S. flagship Houston arrived from Shanghai at 7 a.m. today, with the American Commander-in-Chief, Admiral M. M. Taylor, aboard. Accompanying the U.S. Houston was the yacht Isabel. At 8 a.m. the Houston fired a salute of 21 guns to the country, the salute being returned.

The American flagship will remain in Hongkong for probably a fortnight, and will then proceed to Manila.

MORE PROTECTION

INDIAN TARIFF AGAINST NON-EMPIRE GOODS

New Delhi, Nov. 11.
Well informed circles believe that the report of the Indian Tariff Board which is now complete, will recommend additional protection for Indian industry by raising a tariff against non-Empire goods—sugar.

Germany would not participate in the Disarmament Conference until France and other countries endorse the Simon pronouncement.

Moreover, Germany would not guarantee to renounce her claim for a revision of the peace treaty, nor enter an "Eastern Locarno."—

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(1) Keemun Black Tea...\$10.00	(1) Keemun Black Tea...\$14.70	(1) Keemun Black Tea...\$10.00
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(3) " " 814.40	(3) " " 10.40	(3) " " 7.60
(4) Hankow Black Tea...\$1.50	(4) Hankow Black Tea...\$1.00	(4) Hankow Black Tea...\$0.85
(5) " " 816.62	(5) " " 10.40	(5) " " 8.70
(6) " " 813.00	(6) " " 9.40	(6) " " 7.00
(7) Foochow Black Tea...\$13.50	(7) Foochow Black Tea...\$1.40	(7) Foochow Black Tea...\$0.80
(8) " " 813.00	(8) " " 10.00	(8) " " 7.30
(9) " " 813.00	(9) " " 9.40	(9) " " 7.00

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COOK'S
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AN ASTONISHING INTERPORT TEAM

THREE CHINESE FORWARDS: PARDOE CENTRE HALF

YESTERDAY'S TRIAL FIASCO.

UNBALANCED AND UNCOHESIVE "PROBABLES"

(By "VERITAS".)

Rent of Colony 2

(Thompson and Bryant)

Interport Probables 1

(Suen Kam-shun)

Playing miserably disappointing football, the Interport Probables yesterday suffered an inglorious defeat at the hands of the "Rest" in the so-called final trial by two goals to one.

The score in itself is nothing. It was the manner in which the reverse was inflicted, which not only disappointed the spectators, but must have shocked the selectors.

In all seriousness I suggest that members of the Rest of the Colony team which played yesterday should form the nucleus of the Interport side to visit Shanghai, and that the selectors should start all over again their task of picking a team worthy to represent the Colony.

Here are a few outstanding impressions of the game.

In addition to the two goals they scored, the "Rest," if they had utilized their opportunities should have had three more.

The Probables were in such a plight during the last 20 minutes of the first half that they appeared demoralized.

Despite the fact that both Howe and Johnson were on view the centre-forward problem remains as acute as ever. Both men gave wretched displays.

Suen Kam-shun was the finest forward on the field, but was inadequately supported.

The ineptitude of the Probables to work together with any real understanding and precision rendered it ineffective in attack and indefinite in defence.

At no time did the Interport nominees display football which invited confidence of their ability to overcome opposition of the most mediocre character.

ABSENT TEAM WORK.

Once again we were given a display of individualism, as for instance Rodger in goal, Wong Mee-shan at centre-half and Suen Kam-shun at inside-right. But the most potent factor of any side-team work—was entirely absent.

The magnificent work of Allan, the Artillery right back, and the lapse of form on the part of Mullane, must have given the selectors plenty of food for thought. Allan yesterday played football good enough to place him in the Interport side, and it is well to remember that his display was characteristic and not merely one of inspiration.

Strange, suffering from an injured arm which hung limp for the best part of the game, was naturally handicapped, and his play lacked that virility which always features it.

Andy Duncan had a pretty kettle of fish to look after in Bryant and Cheng Sui-hong, who worked beautifully together, and

THE INTERPORT TEAM

The Interport selection committee last evening made their final decision regarding the composition of the local football team to visit Shanghai, and the following eleven with reserves will leave for the North on November 22.

Rodger (Club)
Captain)
Mullane (S.W.B.)
Bliss (Kowloon) Pardo (R.A.) A. Duncan (Club)
(Vice-Captain)
Cheng Sui-hong (S. China), Wong Mee-shan (S. China),
Howe (Club) Suen Kam-shun (Athletic), Baldry
(Lincolns)

Reserves.—Lau Mau (S. China), Leung Wing-chiu (S. China) and Johnson (Police).

The team will have its last practice match against the Chinese at Caroline Hill on Saturday next, November 19.

He spent all his time trying to break the partnership up with the result that passes from him to Baldry and Jones were few and far between.

A TROJAN.

Wong Mee-shun worked like a trojan, but did not make the best use of the ball, and failed to put Howe through with those forward passes which the Club player thrives on. Wong, however, did more to break up the "Rest" attack and to put the Probables on the offensive than any other player.

Bliss gave a patchwork quilt display, being bright and indifferent as the spirit moved him. He always had the full measure of Lawson, and did make some intelligent effort to set Gosano

altogether a dismal story, relieved by but a few bright incidents, such as the splendid custodianship of Rodgers, who effected two of the smartest saves from penalty shots that have probably ever been seen in Hongkong. On each occasion he went across the goal to gather perfectly good shots which were travelling for the corners.

It was plainly evident from the start that the Rest were out to extend the Probables to the full and I think it was their early aggressiveness which not only illustrated the Interport nominees, but gave the Rest that confidence needed to sustain a winning game. But from the goalkeeper, Lam

(Continued on Page 7.)

is obviously the man wanted for the right half position in the Interport side, which would allow Bliss to be transferred to his proper place at left half.

Both Pardo and Tong Kwan accomplished a tremendous amount of breaking up work, but the Gunnor's centre-half showed poor knowledge of constructive play and wasted many chances of setting his forwards going.

Johnston started off in promising style and in the first ten minutes was a constant danger with his fierce rushes, but he left his shooting boots behind and finally ended right out of the picture. The afternoon's match left me with the impression that Howe

(Continued on Page 7.)



HOCKEY

RADIO HELD TO TWO GOALS

CHAMPIONS OFF FORM

The Radio forwards did not produce their usual brilliance when they were opposed to the Royal Army Medical Corps in the Mamak Tournament at Caroline Hill yesterday and as a result were only able to win by a two goal margin.

The Sports Club netted both their goals in the opening half through Katwant Singh and G. Singh but were unable again to penetrate the sound defence offered by the opposing backs. Erratic shooting was the main factor responsible for the narrow victory and had the forwards exhibited their usual dash and accuracy the result would have been different.

An evenly contested game was the result of the meeting between the Royal Signals and the 12th Battery at Sookumpoo yesterday, the former winning by the only goal scored. The game produced quite a good standard of hockey and the exchanges were fast. Lieut Whitlow-Wilkinson scored the only goal.

The match between the Incognitos and H.M.S. Phoenix, fixed for yesterday had to be postponed as H.M.S. Phoenix had sailed from the Colony.

MAMAK TEAM.

R.E. v 1st Battery—Seokun-poo, Monday.

R.E.: J. Bentley; Mehan and Whitsfield; C. Hardling, Mullins and Holmes; Leslie; Q.M.S. Hayden, Hibury, R. Hardling and Peggy. Reserves:—Casey and Higgins.

LEAGUE TABLE.

P.	W.	D.	L.	F.A. Pts.
Radio Sports	0	0	32	5 12
St. Andrew's	7	0	1 32	7 12
First Battery	7	0	1 32	8 12
"Incognitos"	5	0	2 21	2 10
R.A.S.C.	9	1	4 10	15 9
R. Engineers	8	4	0	10 8
Police	4	3	1 0	10 5
Medway	3	3	0	11 1
University	5	3	0	2 10 15
Wishart	5	3	0	2 17 9
Siglins	5	3	1 0	12 16
12th. Battery	4	2	1 1	7 4
Phoenix	6	2	0	3 4 7 4
Veteran	5	2	0	3 5 13
R.A.M.C.	7	1	0	3 5 12
Parton	3	1	0	3 5 12
24th. Battery	4	1	0	3 5 12
Tamar	4	1	0	3 5 12
20th. Battery	4	0	1	3 5 12
Kowm. Indians	6	0	1	3 5 12
R.A.O.C.	6	0	0	1 11 0
German Club	6	0	0	1 30 0
Destroyer	6	0	0	1 30 0
Flotilla	1	0	1 1 2 0	0

FRIENDLY MATCHES.

At King's Park yesterday the Y.M.C.A. gained a decisive victory over a scratch team from H.M.S. Hermes and the R.A.F., winning by 9 goals to nil. The scorers for the Y.M.C.A. were Brown (4) and Fowler (2).

RECREIO TEAM

The following will represent the Club do Recreio in a First Division football match against South China on Sunday. The match is, with the consent of the Football Association, being played at the Kowloon Football Club ground instead of King's Park as originally arranged.

Recreio.—I. Fernandes; P. M. Xavier and R. E. Neves; V. H. Marques, C. A. Figueiredo, and E. Assumpcao; F. A. Santos, G. A. Gutierrez, L. A. Rocha, J. Gomes and A. Silva. Reserve.—A. F. Ribeiro.

Tin-chan to the forwards there was displayed a zest and a definiteness of purpose singularly lacking in their viz-a-viz. Lam, tested from several angles and blank range shots was in splendid form and gathered the ball with pleasing confidence and cleanliness.

He was admirably covered by Allan and Lau Mau, the former retaining a complete check on Howe, and the latter doing great work in breaking up the movements of Gosano and Suen.

LEUNG NEEDED.

Leung Wing-Sui was far too clever and quick for either Baldry or Jones, for not only did he tackle well, but found time to keep Cheng Sui-hong and Bryant going with delightfully directed ground passes.

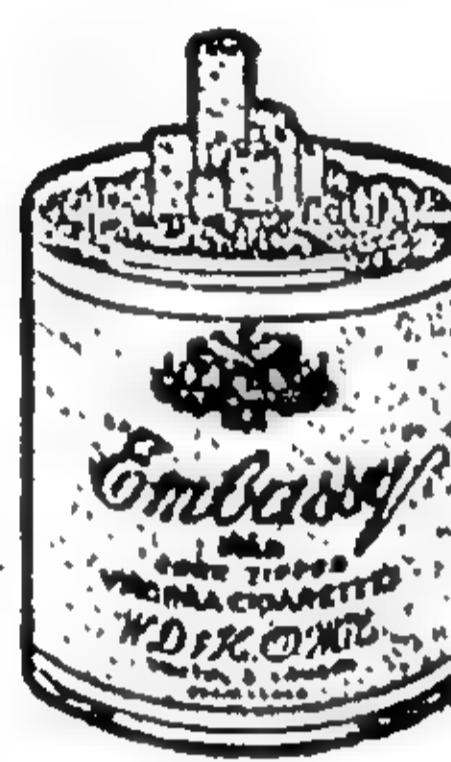
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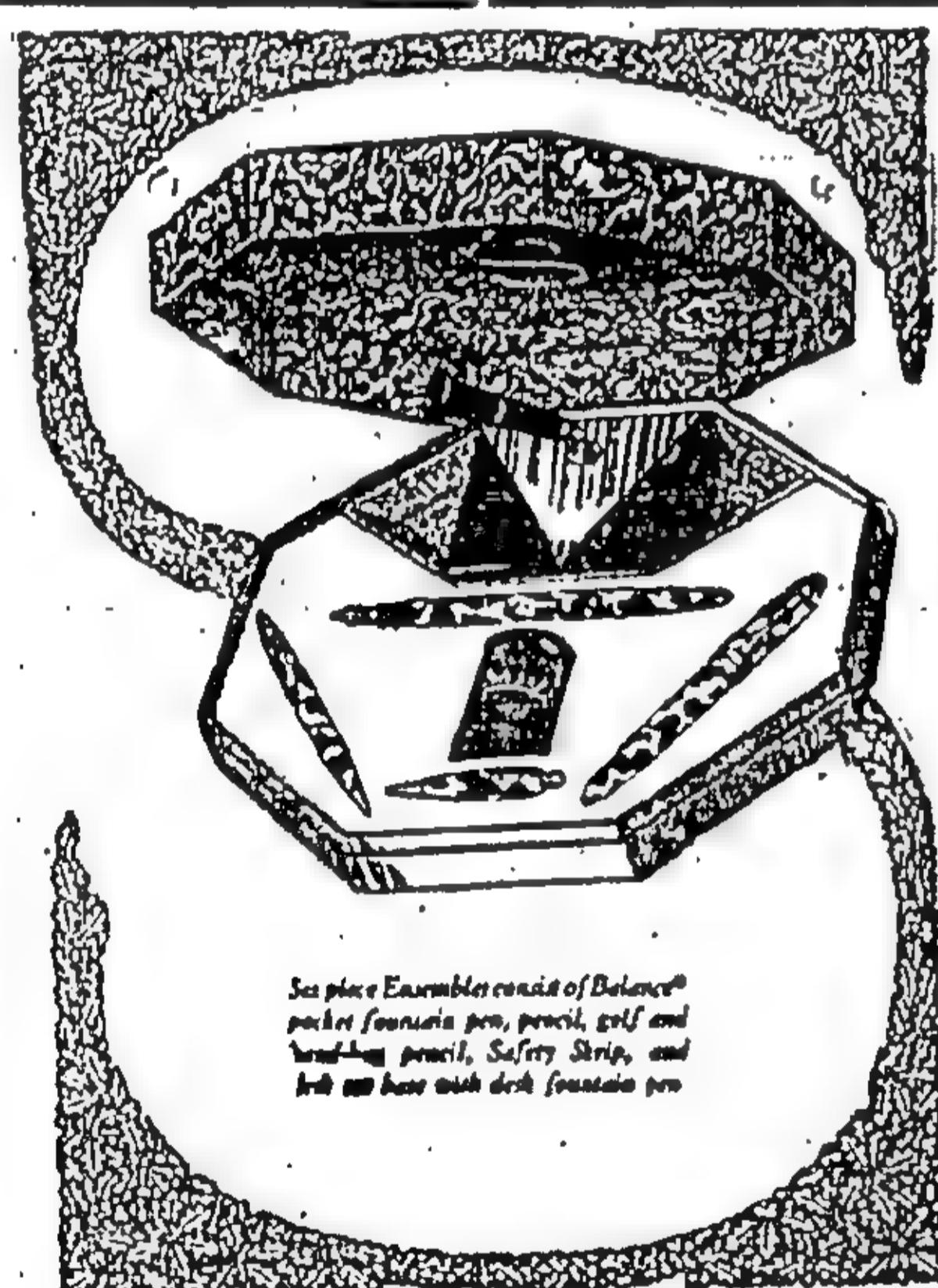


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ET. 115



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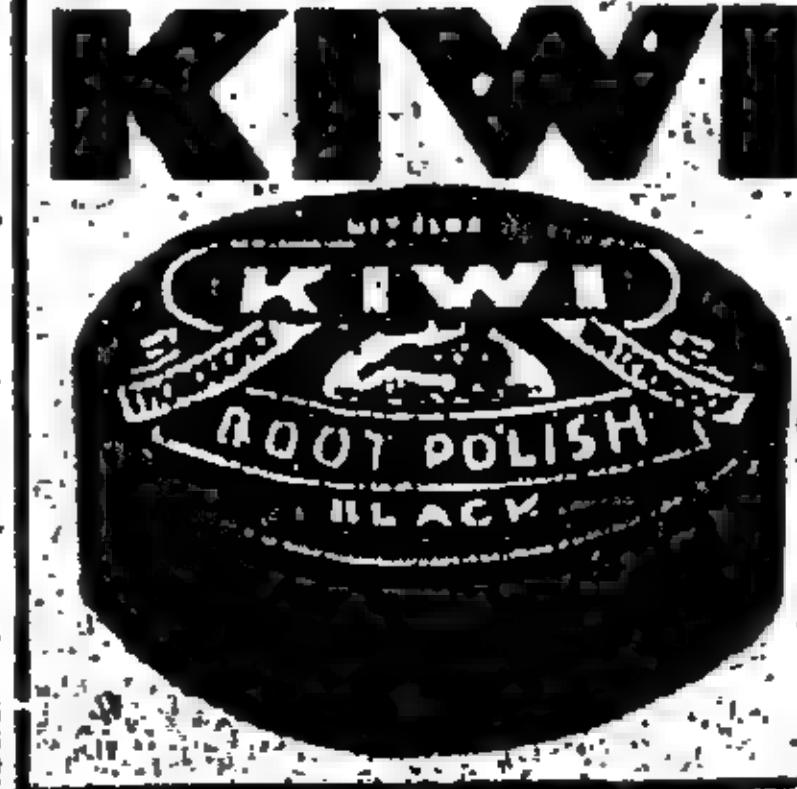
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In black and all shades of
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FORMER SPY WINS LIBEL ACTION

FIFTEEN MONTHS FOR EX-EMPLOYER

For libelling Mr. "X" (a man who during the war was sentenced to penal servitude for life as a spy), Ronald Watson Black was at the Old Bailey sentenced to 18 months' imprisonment. In the second division had to pay not less than £200 towards the £400 costs of the prosecution.

Mr. "X" had been employed by Black as a canvasser, but eventually was dismissed and opened a rival business. He complained that Black wrote a letter to clients stating that he (Mr. "X") was an ex-convict and had been dismissed for dishonest conduct.

To their verdict of guilty the jury added a rider that the letter was written under extreme provocation.

Replying to questions, Black said that he meant to convey by his phrase in the letter "reverting to type," that Mr. "X" was returning to dishonest practices. He thought he had gone to prison for something to do with dishonesty.

No Regret.

The Recorder: Have you any sort of regret for having dragged up this man's past?—I should regret it most terribly if I had not considered it my duty to do it.

D you regret it now?—No, sir. Mr. J. D. Cannels, for the defence, said that Black had acted in a generous-minded manner and told Mr. "X" he would help him all he could. Was there no provocation when the man whom he had befriended turned and bit the hand that fed him? Mr. Cannels continued:

"On the one hand, you have the traitor, and on the other hand the soldier. If there is conflict of testimony, at least give some consideration to the man who did his duty and not too much to the man who did not."

"Mr. "X" was lucky not to be shot; so was Black lucky not to be shot; but on the one hand an honourable end in the service of his country and on the other the deserved end of a traitor."

Malice Alleged.

Mr. Comyns Carr, replying, said whatever the truth about Mr. "X"s past history, the allegations made against him by Black were neither true nor for the public benefit, but were actuated by the malicious motive of preventing Mr. "X" getting business in competition with him.

"I ask the jury," he said, "to say by your verdict that Mr. "X", in putting his past behind him, is entitled to go forward in his endeavour to rehabilitate himself, as he has been trying to do for the past eight years."

Raking Up the Past.

The Recorder, in summing up, asked, "Is there never to be a time when a man who has served nine years' penal servitude is to be allowed to forget the wicked thing he has done?"

In passing sentence he described the letter as a wicked and malignant libel, one of the worst he had ever known.

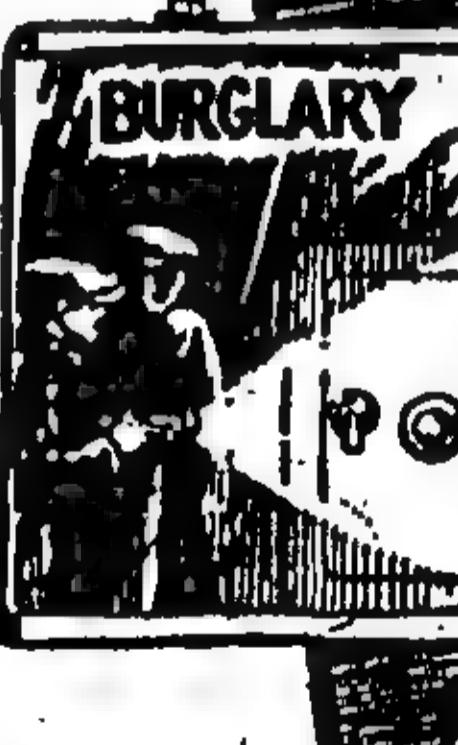
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EARL'S COMPLAINT

When summoned at Axbridge, Somerset, for employing two male servants without licences, the Earl of Carnwath wrote:

"There is no reason why a house-holder should be taxed for a pair of trousers and not for a petticoat."

"In view of the heavy taxation under which we are now groaning, local authorities should not enforce such an obsolete tax."

The complaint was that he had not taken out licences respecting a butler and a chauffeur-gardener.

Mr. A. S. March representing the Earl, said he was tremendous-

ly interested in finding work for unemployed ex-soldiers, and had got both men through the Gloucestershire Ex-Servicemen's Association.

"The Earl would be just as well served by a parlour maid as by a male servant," continued Mr. March. "His Lordship felt that a man should no longer be taxed for giving employment to men when hundreds and thousands were out of work. He had allowed the case to be brought forward to call public attention to the matter."

"It comes to this," continued Mr. March. "He would be just as well served by a woman as by a man, and it is really taxing trousers and setting petticoats free."

The Chairman (Mr. B. Somers) said the magistrates had to administer the law. The Earl was fined 30s. in each case, just double the amount of the taxes.

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92 Sets Beach Pyjamas.
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SHARE PRICES

TO-DAY'S QUOTATIONS

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Hongkong Banks, \$1660 n.
Hongkong Lon. Reg. \$119 1/4 n.
Chartered Banks 5.4
Merrimont Bank, A. & B
223 1/2 n.
Mercantile Bank C, 19 1/2 n.
East Asia, \$10 n.
Am. O. Finance, p., \$28 n.
China O. Fin. Oru, 2.6 n.
China A. Fin. Prof. Tls. 4.60 n.

Insurance, Insurance, Insurance.

Canton Ins., \$1810 b.
Union Ins., \$610 n.
China Underwriters, \$2.65 b.
China F. & C. Ins., \$2.2 n.
H.K. Fire Ins., \$1180 n.
Internation Assoc. Tls. 4.15 n.

Shipping, Shipping, Shipping.

Douglas, \$26 n.
H.K. Steamboats, \$23 1/2 n.
Indo-China, 1.75 n.
C. China (Old), 1.32 n.
Shell (Bear), 60 7/8 n.
Union Waterboats, \$21 b.

Mining, Mining.

Bengalits, 318 1/4 n.
Kallans, 26/- n.
Langatoe (Single), Tls. 4 n.
Shui Explorations, Tls. 2.10 n.
Shui Lungs, Tls. 2.40 n.

Venz: Goldfields, \$4 b.
Benguet Exp., 21 cts. b.

Docks, etc.

H.K. Wharves, \$148 b.
H.K. & Docks, \$24 b.
S. China Motor R., \$10 n.
Providents (old), \$4.80 n.
Providents (new), \$3 b.
Hongkewa, Tls. 220 n.
New Engineering, Tls. 6.40 n.
Shanghai Docks, Tls. 99 n.

Lands, Hotels, etc.

Hotels (old), \$11.40 n.
Hotels (new), \$11.25 n.
H.K. Lands, \$73 1/2 b.
Shui Lunds, Tls. 24 1/2 n.
Metropolitan Lands, Tls. 10 n.
Humphreys, \$16 n.
H.K. Realties, \$9.30 b.
Asia Realties "A", \$140 n.
Asia Realties "B", \$28 n.
Chinese Estates, \$100 n.
China Realties, Tls. 11.40 n.
China Debentures Tls. 96 1/2 n.

Cottons, Cottons.

Ewo Cottons, Tls. 14.00 b.
Shui Cottons, Tls. 71 1/2 b.
Zoong Singa, Tls. 11.15 b.
Wing On (Textiles) Tls. 145 n.
Public Utilities.

Tramway \$22 s.
Peak Trans (old), \$15.50 b.
Star Ferries, \$95 n.
Yaumati Ferries (old), \$35 n.
Yaumati Ferries (new) \$34.25 n.
China Lights (new), \$17.25 b.
H.K. Electrics, \$78 b.
Macao Electrics \$28 b.
Sandakan Lights, \$12 n.
Telephones (old), \$30 n.
Telephones (new), \$28 b.
China Buses, Tls. 10 n.
Singapore Tracti ns, 2/- n.
Singapore Pref., 14/- n.

Industrial.

Malabon Sugars \$27 1/2 n.
Loid: Macg. (Ord.), Tls. 14 n.
Loid: Macg. (Prof.), Tls. 10 1/2 n.
Canton Ices, \$6 n.
Cements (Com.), \$14.30 b.
Cements (old), \$11.50 n.
Cements (new), \$2.30 n.
H.K. Ropes, \$12.15 n.
Agricultural, \$10 n.
Stores, etc.

Dairy Farms, \$28.90 n.
Watsons (old), \$12.75 n.

Watsons (new), \$11.40 n.
Der. A. Wines, \$1 n.
Sinceres \$15.60 n.
Lane Crawford, \$5.60 n.
Mackintosh, \$21 n.
Wm. Powell, \$13.35 n.
Wing On (H.K.), \$235 b.

Miscellaneous.

Amusements \$16.50 n.

Entertainments, \$12.60 b.

S. C. Enterprises, \$3 1/2 b.

United Theatres Tls. 5.25 b.

Macau "Greyhound", \$10 n.

Construction (old), \$6.25 n.

Construction (new), \$1.40 b.

Watson's, \$11.40 n.

Der. A. Wines, \$1 n.

Sinceres \$15.60 n.

Lane Crawford, \$5.60 n.

Mackintosh, \$21 n.

Wm. Powell, \$13.35 n.

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Wm. Powell, \$13.35 n.

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KING'S THEATRE
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"DODGEM"

You don't know what you are missing if you have not visited the Manila Carnival Free Acts, Big Wheel, Merry-go-Round, Hawaiian Dancers, variety Shows, performing Fleas and a host of other good things.

COME TO-NIGHT,
GATE ADMISSION 20 CENTS. CHILDREN HALF PRICE.

H.E. THE GOVERNOR.

RETURNING TO HONGKONG
ON THURSDAY

His Excellency the Governor of Hongkong, Sir William Peel, and Lady Peel, are returning to the Colony from Home leave by the P. & O. s.s. Ranpura, which is due next Thursday. It is interesting to note that among the passengers by this liner is also Lady Clementi, wife of the former Governor of Hongkong, Sir Cecil Clementi, now Governor of the Straits Settlements. Lady Clementi disembarks at Singapore to-day.

Another passenger by the Ranpura is Sir Samuel Wilson, the Permanent Under-Secretary of State for the Colonies, who, it is understood, has come out on special Colonial Office work, probably connected with the reorganisation of the system of government in British Malaya, involving unified control of the Straits Settlements and Malay States. It is not known definitely at present whether Sir Samuel Wilson will be coming on to Hongkong.

Among the Hongkong residents returning by the Ranpura is Mrs. G. A. C. Herklots, whose husband preceded her back to the Colony a few months ago.

LOCAL WEDDING.

PRETTY CEREMONY AT UNION
CHURCH YESTERDAY

A quiet wedding of interest to a number of residents in the Colony and at Home took place at the Union Church, Kennedy Road, yesterday, between Mr. J. D. Parkinson, Assistant Distribution Engineer of the China Light and Power Co., and Miss O. M. Jefferson, elder daughter of Mr. and Mrs. R. E. Jefferson of Keyingham, East Yorkshire.

The bride, who was given away by Mr. B. Paul, was attired in a gown of silver gray lace with hat and shoes to match, and carried a bouquet of Honolulu creeper. Miss Thelma May was bridesmaid, and wore a dress of rose georgette.

The Rev. Dr. E. L. Allen, assisted by the Rev. E. G. Powell, conducted the ceremony, with Mr. Longyear at the organ. The duties of best man were carried out by Mr. C. B. Easterbrook.

A reception was afterwards held at the Hongkong Hotel.

MONGKOK BLAZE

SPECTACULAR OUTBREAK
IN FUEL GODOWNS

Arson is suspected to be the cause of a spectacular fire that broke out in one of the most thickly populated areas of Mongkok late last night, when four fuel godowns were totally destroyed. The Mongkok station had the call about 10:30 o'clock and found the buildings well alight at the corner of Reclamation and Canton streets.

All available firemen from Hongkong and Kowloon were sent out, in addition to the fire float, and the brigade was responsible for good work in confining the flames to the godowns, as the buildings were surrounded by high tenements.

It is understood that the buildings were not insured.

A fok, dismissed recently from the godowns, is suspected of having caused the fire.

The godowns were full of coal and other fuel, and although the brigade soon had the flames under control, the ruins were smouldering until the early morning.



No thank you,
I don't feel very well..

OBTAINABLE
FROM ALL
LEADING
GROCERIES

Then there is more reason still why you should drink some "BEAR BRAND" milk, the very best thing to take when you don't feel quite up to the mark.

In the tropics especially it is a sure cure for all sorts of troubles and positively one of the greatest disease preventatives that exists.

An ounce of prevention is worth a pound of cure, so don't ever be without a supply of "BEAR BRAND" genuine Swiss Milk.



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CHINA BUILDING,
Sole Agents for S. China.

MALAYAN CHAMPION'S SUCCESS

due to

PHOSFERINE

PROFESSIONAL FEATHER &
LIGHTWEIGHT CHAMPION
Y. C. SONG writes:

"SINCE the commencement of my career as a professional Boxer I have tried many different tonics but results were disappointing. However, I was eventually advised by my Manager, Mr. Tan Ngie Yong, to try Phosferine, and I can testify that it has been of the greatest benefit to my training, and I recommend it to all engaged in athletic pursuits, in fact

I HONESTLY ATTRIBUTE MY
SUCCESS TO THIS

WONDERFUL PHOSFERINE."

Y. C. Song, Penang

PHOSFERINE

THE GREATEST OF ALL TONICS FOR

Influenza	Neuralgia	Lassitude	Nerve Shock
Dobility	Maternity Weakness	Neuritis	Malaria
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Sleeplessness	Mental Exhaustion	Brain Fag	Headache
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Made in Liquid and Tablets, each sold in 3 sizes: the larger sizes are the more economical. Also take Phosferine Health Salt, the Tonic saline—
it tones as it cleanses.

Proprietors: PHOSFERINE (ASHTON & PARSONS) Ltd.,
Ludgate Hill, London, England.

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(NDL) S.S. "Lahn"
(HAL) M.S. "Duisburg"
20th Nov. (NDL) M.S. "Trav"
20th Nov. (HAL) S.S. "Oldenburg"
10th Dec. (HAL) M.S. "Sauerland"

NDL Hongkong/New Guinea service S.S. "BREMENHAVEN" 1st December, 1932, to RABAUL and ports.

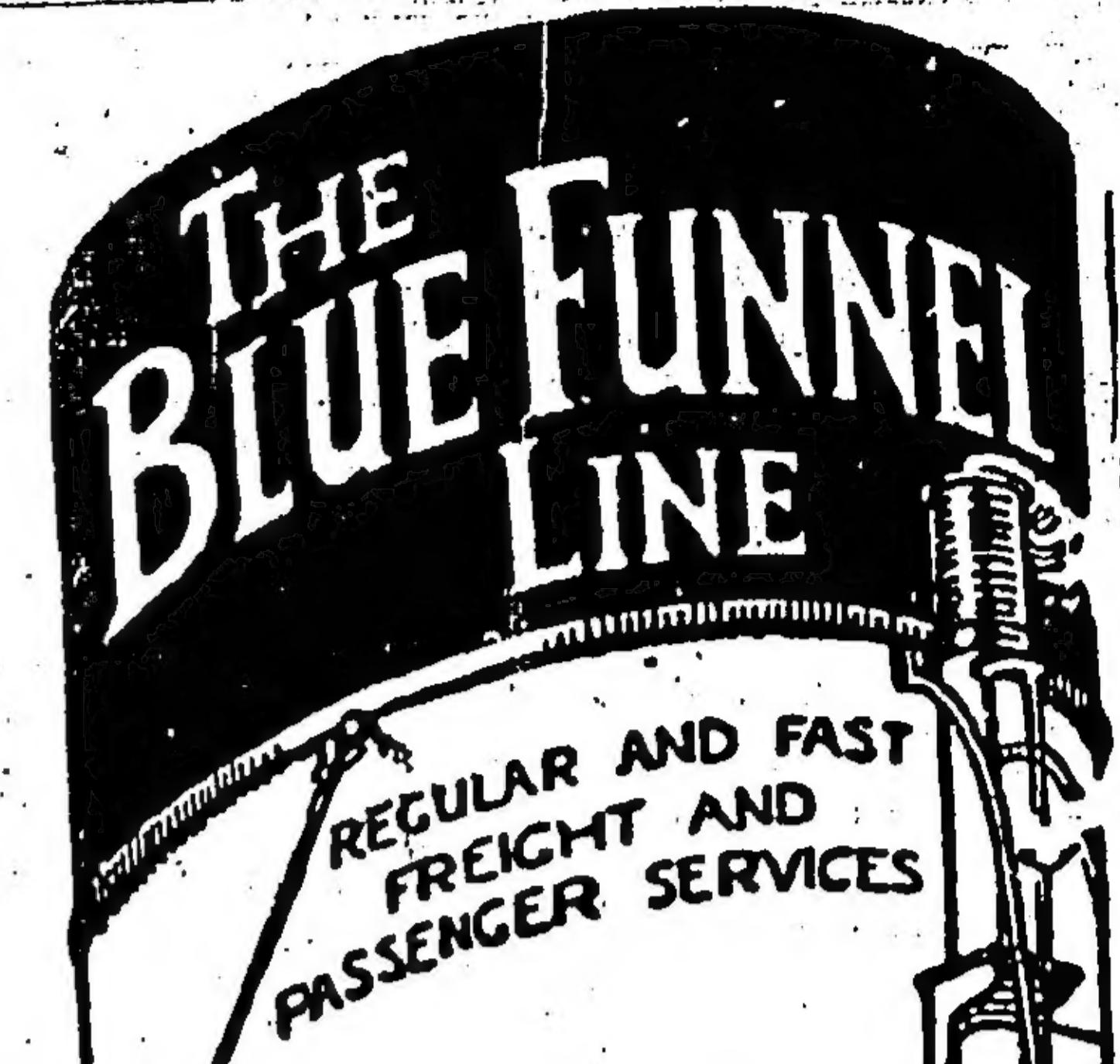
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FREIGHT AND
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CR. 40 11th Dec. For London, Liverpool & Havre

NEW YORK SERVICE

MENTOR 28th Dec. For Boston, New York & Baltimore
via Philippines, Port Swettenham & Singapore

PACIFIC SERVICE

IXION 23rd Nov. For Victoria, Seattle & Vancouver

CANTALO 17th Dec. For Victoria, Seattle & Vancouver

INWARD SERVICE

VELVET 22nd Nov. For Shanghai

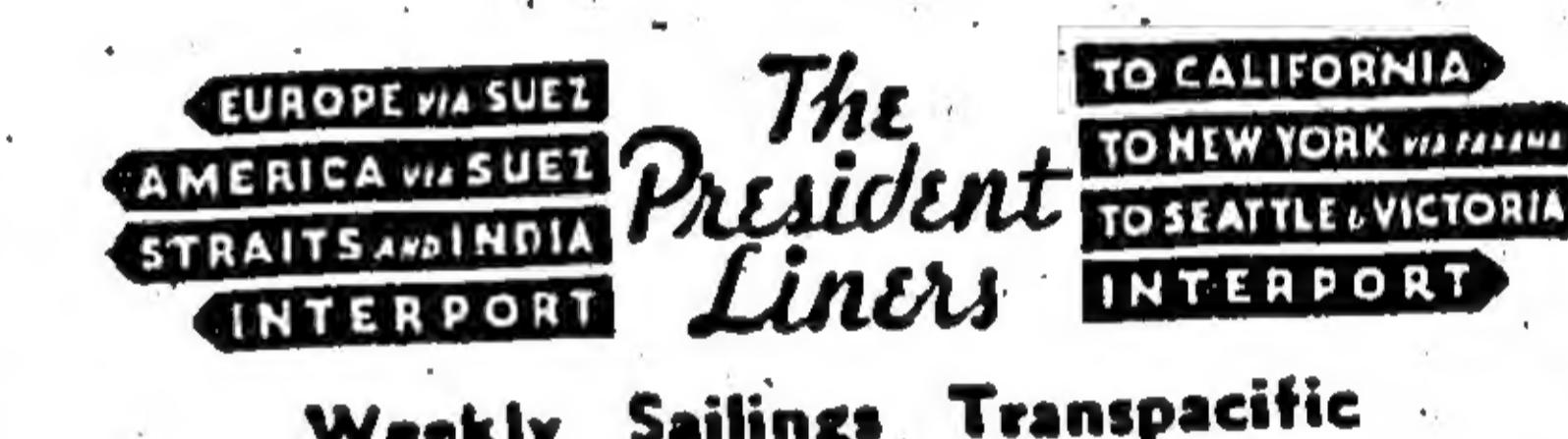
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Fortnightly sailings on Saturday.

Pres. McKinley Nov. 22
Pres. Grant Wed. Dec. 7
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Special through rates to Europe via United States. Direct connections with all Atlantic lines. Choice of rail lines across United States and Canada. Liberal stop-over privileges for sightseeing. Full particulars upon application.

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DOLLAR STEAMSHIP LINES
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M.V. "NANKING" 29th Nov.
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SHANGHAI & JAPAN PORTS. Sailing about

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Passenger Rates:

Hongkong to Genoa & Marseilles \$57 "A" Class
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Offer the Utmost in
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Hong Kong Leave Arrive	Shanghai Leave	Nagasaki Leave	Tokio Leave	Yokohama Leave	Honolulu Leave	San Fran. Leave	Arrive
Emp. of Canada Nov. 18	Nov. 20	Nov. 23	Nov. 25	Dec. 1	Dec. 6	Dec. 11	
Emp. of Russia Dec. 2	Dec. 4	Dec. 6	Dec. 8	Dec. 10	Dec. 21	Dec. 23	Jan. 7
Emp. of Japan Dec. 16	Dec. 18	Jan. 1	Jan. 3	Jan. 5	Jan. 6	Jan. 11	
Emp. of Canada Dec. 30							
Emp. of Canada Feb. 1	Feb. 3	Feb. 5	Feb. 6	Feb. 8	Feb. 15	Feb. 22	
Emp. of Russia Feb. 17	Feb. 19	Feb. 21	Feb. 23	Feb. 25			
Emp. of Japan Mar. 2	Mar. 4	Mar. 7	Mar. 9	Mar. 13	Mar. 26		
Emp. of Asia Mar. 17	Mar. 19	Mar. 21	Mar. 23	Mar. 25	Apr. 3		
Emp. of Canada Mar. 24	Mar. 26	Mar. 29	Mar. 30	Mar. 31	Apr. 7	Apr. 12	
Emp. of Russia Apr. 7	Apr. 8	Apr. 11	Apr. 13	Apr. 15	Apr. 26	May 4	
Emp. of Japan Apr. 21	Apr. 23						
Emp. of Asia May 5	May 7	May 9	May 11	May 13			
Emp. of Canada May 10	May 12	May 21	May 24	May 26	June 2	June 4	
Emp. of Russia June 2	June 4	June 6	June 8	June 10	June 13	June 15	
Emp. of Japan June 16	June 18	June 21	June 23	June 29	July 4		

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Chichibu Maru Wed., 30th Nov.
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Seattle & Vancouver.

Heian Maru (starts from Kobe) 19th November.
Hikawa Maru (starts from Kobe) Mon., 23rd Nov.

London, Marseilles, Antwerp & Rotterdam via
Singapore, Penang, Colombo & Suez.

Hakusan Maru Sat., 26th Nov.
Haruna Maru Sat., 10th Nov.

Sydney & Melbourne via Manila & Ports.

Kitano Maru Sat., 26th Nov.

Atsuta Maru Sat., 24th Dec.

Manila.

Bombay via Singapore, Penang & Colombo.

Ginyo Maru Sat., 12th Nov.

Talan Maru Tues., 16th Nov.

South America (West Coast) via Japan, Honolulu,
Los Angeles, Mexico & Panama.

Bokujo Maru Tues., 6th Dec.

Liverpool via Port Said, Ceylon & Valencia.

Toyoaka Maru (Calls Saigon) Sun., 13th Nov.

Calcutta via Singapore, Penang & Rangoon

*Akita Maru Tues., 15th Nov.

*Malacca Maru Tues., 29th Nov.

Shanghai, Kobe & Yokohama.

Katori Maru Sat., 12th Nov.

*Bengal Maru (Moji direct) Sun., 13th Nov.

Atsuta Maru (Nagasaki direct) Fri., 18th Nov.

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Aramis 23rd Nov.

Chenonceaux 7th Dec.

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Andre Lebon 18th Jan.

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G. Metzinger 14th Feb.

Porthos 28th Feb.

..... 14th Mar.

We can issue through tickets to Egypt, Syrian ports,

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For DUNKIRK via Haiphong, Saigon—Oran—Le Havre

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3, Queen's Building.

SALES OF POPPIES

LADY HELPERS COLLECT OVER \$5,000

There was a ready and generous response to the sale of poppies in aid of Earl Haig's Fund, and when the collection closed at 1 p.m. well over \$5,000 had been realised. From an early hour about 100 lady helpers were on the streets laden with these tokens of remembrance, the proceeds from the sale of which will go to help the disabled soldiers in the homes where they are cared for.

The street collections received up to 1 p.m. were—Hongkong \$2,200, Happy Valley (per the Civil Service Club) \$900, Tafloon \$133, and Kowloon \$2,150. In addition donations were received by Mr. J. H. Hunt, convenor on the Peninsula side of the harbour, from Miss Ellis (\$45). Mrs. C. A. Marsh (\$10), and Mrs. W. G. Clarke (\$10). Other amounts are expected to come in later.

During the day a wreath containing several hundred poppies was placed on the grave of the late Mrs. Macintosh. The cost was defrayed by the employees of the Kowloon Dock Company, and the collection in this respect, which will probably amount to \$100, will be handed over to the Haig Fund.

The headquarters of the Hongkong collectors was the City Hall, and on the Kowloon side the Y.M.C.A. premises were used.

Those assisting in the collection on the Island were Misses Hallifax, R. Alabaster, P. Wales, Sanger (2), H. Launder, P. Harrison, Naylor, Ferguson (2), Grace Pollock, Shenton, Hogdon, E. Blackburn, E. B. Blackburn, R. Hancock, Lloyd, M. Grieg, Duggin, Butterfield, Bewley, Leong (2), Cooper, Lammert, M. King, R. King, Cubay, Bonnar, Whitham (2), Butterfield (2), P. Buchanan (2), Henderson, Masters M. Wales, Bayham (2), J. Wynne-Jones, Mesdames Sanger, Bayham, Wadson, Stone, Gerrard, and the Misses Lanebert, Sully and Kesteny.

The helpers on the Peninsula were Mrs. J. H. Hunt (convenor), Meadmore, Bryant, M. Bons, C. M. Manners, V. C. Labrum, E. Burke, H. Mills, F. C. Clemo, D. K. Patterson, J. C. Loyal, F. Goodwin, J. W. Baldwin, R. Rolland, Tuison, Misses J. Smalley, O. Dalziel, P. Langmea, May Witchell, Pfeifer, J. Weller, S. Dalziel, B. Walker, A. E. Fowler, R. Fowler, M. Heap, D. Tollan, M. Stokes, M. E. Scott, M. Tillery, D. Witchell, M. Gardiner, R. Hill, M. Smith, J. Booth, L. Hickey, M. Rumsey, E. Thomason, J. Holland, R. Nish, B. Spaulding and K. Hamilton.

ANNUAL AUCTIONS.

Fund Augmented by Sales Among Club Members.

The annual auction sale conducted at the Hongkong Club by Mr. G. P. Lammert in aid of Earl Haig's Fund produced over \$3,000. The articles offered for sale included a small imitation junk to which there was some spirited bidding. The opening was \$375 b. Mr. E. H. White and the article was eventually knocked down to Mr. J. T. Bagram for the sum of \$1,600.

At the Kowloon Cricket Club \$1,149 were raised for the fund. A raffle produced \$386 and an auction sale conducted by Mr. V. C. Labrum realised \$763.

In connexion with the latter, a football which had been won by H.E. the Officer Administering the Government and presented to Major Manners for auction, was eventually bought for \$400. Seven poppies were sold for

A NEW CURRENCY

SUGGESTION FOR BARTER EXCHANGE

London, Nov. 11. An international currency is in process of evolution. It is to be called Bartex.

The authors of the scheme are the London Chamber of Commerce, with the support of the Association of British Chambers of Commerce, the Federation of British Industries and the National Union of Manufacturers.

Proceeding on the assumption that International Finance has broken down, the promoters propose to revert to simple barter, to be operated through "Bartex" clearing houses in all countries embracing the scheme.

"Bartex" will represent a fixed quantity of commodities and will therefore be automatically expandable with the expansion of trade. It will also constitute a corrective to excessive adverse trade balances.

The Government is being approached with the suggestion that it establish clearing houses in Britain, and representatives of foreign banks and Governments are being invited to a conference which will be held in the near future.

It is claimed that frozen credits can immediately be liquidated by their conversion into a corresponding amount of Bartex, which the Government concerned would guarantee to pay by the export of goods over a period of a decade.—Our Own Correspondent.

S12.

Members of the Club enjoyed a steak and kidney pudding dinner and a sing-song.

Football Raffle.

The fund was further augmented by the charity football game at Happy Valley and the raffling of the ball used. H.E. the Officer Administering the Government, Hon. Mr. W. T. Southorn, was present and bought a book of tickets, one of which was the winning number for the ball.

The raffle netted approximately \$100.

Cadburys
TOFFEE AND NUTS
SWEET AND FRESH

John D. HUTCHISON & CO.

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The Steamship,

"BENCRUACHAN"

Consignees of cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 14th November, 1932, will be subject to rent.

All claims against the steamer must be presented to the Underwriters on or before the 28th November, 1932, or they will not be recognised.

To comply with the General Bonded Warehouse Regulations consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined.

All broken, chafed, and damaged Goods are to be left in the godowns, where they will be examined on the 12th November, 1932, at 10 a.m., by Messrs. Goddard and Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD.

Agents.

Hongkong, 7th November, 1932.

HOLLAND-OOST AZIE LIJN, CHOLLAND-EAST ASIA LINE.

From ANTWERP, BREMEN,
ROTTERDAM, AMSTERDAM,
HAMBURG, GENOA, and
OTHER PORTS.

The Steamship,

"SEROOSKERK"

having arrived from the above ports, consignees of cargo by her are informed that all

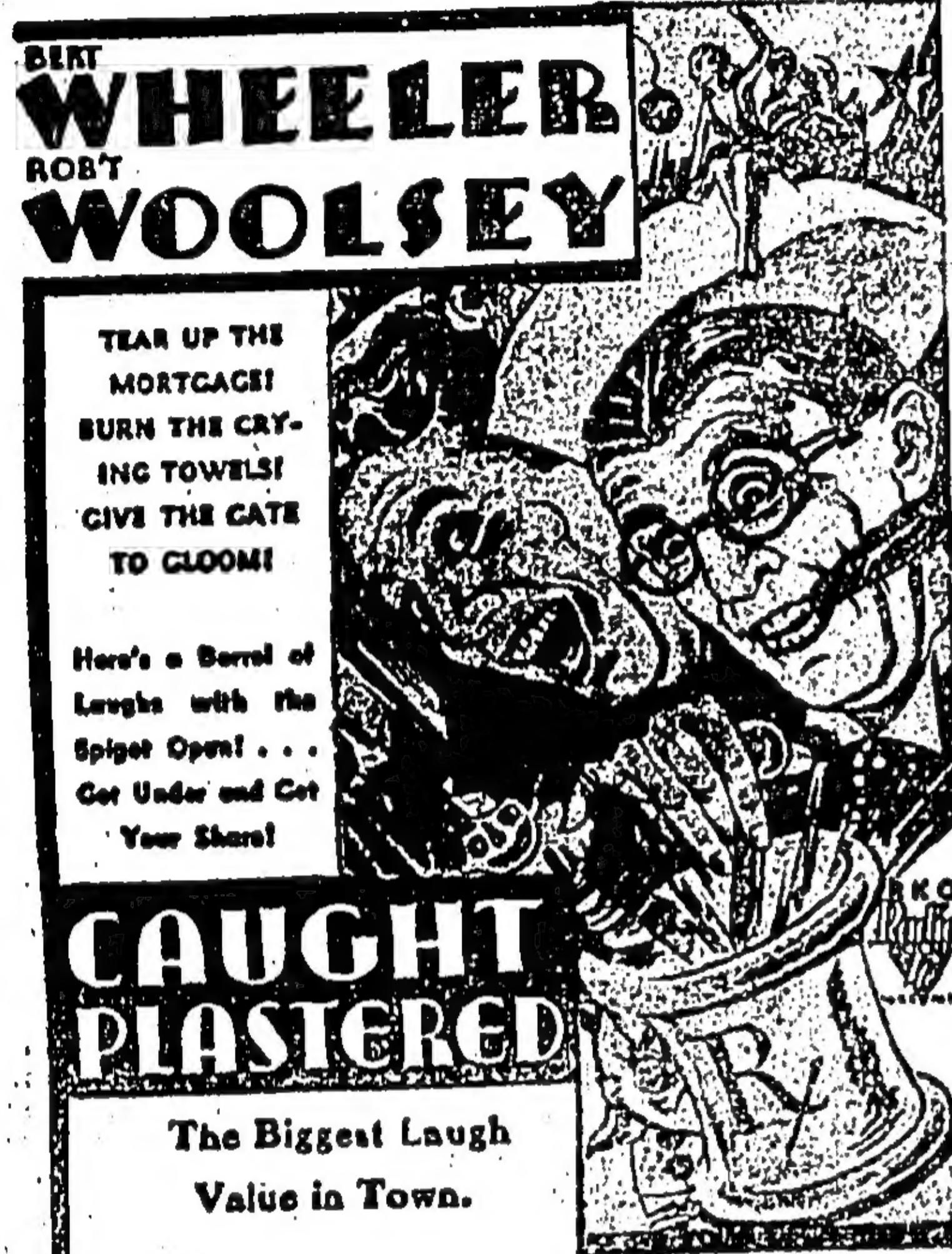
CENTRAL THEATRE

Reached by West Bund Queen's Road Bus.
Advance Booking at Anderson's.

SHOWINGS TO-DAY ONLY

At 2.30, 5.15, 7.15 & 9.30 p.m.

DASH OF MIRTH..SHOT OF GLEE..BOTTOMS UP WITH THIS COMEDY COCKTAIL



Starting To-morrow

LEW AYRES

MAE CLARKE
BORIS KARLOFF

Hedda Hopper, in a story by P. J. Wolfson and Allen Rirkin, produced by Carl Laemmle, Jr. Directed by Robert Henley. Presented by Carl Laemmle.

A UNIVERSAL PICTURE

Bright Lights and Dark Shadows

Starting, desperate drama behind the bright lights and gaiety of midnight revelry.

COMING SOON

The "All Quiet" of 1932.



PLAYING WITH FIRE

(Continued from Page 1.)
feel that he neither heard nor saw anything as he passed.

CHANGE OF CONDUCT.

At Shaukiwan Gap, however, defendant admits that the complainant began to make resistance to further familiarities, and even ran away and remonstrated, finally screaming when the other car drew near. The explanation of this change of conduct seems clear from the defendant's evidence, for it was then that the complainant's undergarment was taken off.

From this, and from the medical evidence, I draw the inferences that before the other car appeared, an assault, involving the handling of the girl against her will, had begun; that this was altogether different from the actions which she had hitherto consented, but that defendant had good grounds for assuming that she would permit it.

PLAYED WITH FIRE.

I find defendant guilty of an innocent assault, but with extenuating circumstances. Complainant herself is very seriously to blame for what has happened to her; she played with fire for her own amusement, and has got burnt; and now comes here and tells a mass of lies in the attempt to retrieve her own character. She has, however, suffered trouble and damage and I award \$500 damages to her. Defendant is allowed the option of a fine. Defendant is fined \$200 or three months.

THE TYPHOON.

The anticyclone over North China continues to increase in intensity. The typhoon is situated in the eastern part of the Beihai Channel, moving northward. Fresh monsoon will prevail along the China coast and over the Northern China Sea.

SECRET NANKING PACT STORY

JAPANESE TO MAKE LOAN?

FENG YU-HSIANG SEEKS DENIAL

Canton, Nov. 11.

General Feng Yu-hsiang, who is a member of the Kuomintang Central Executive Committee, has cabled from the Foreign Minister,

Mr. Lo Wen-kan whether it is true that Mr. Tan Chi-chien went to Japan on a secret mission.

and that the Nanking government has concluded an agreement with Japan whereby the latter agrees to lend

\$80,000,000 to China on condition that the amount is not used for military defence against foreign powers.

The telegram sent by General

Feng to Mr. Lo was received here-to-day and released for publication.

General Feng having requested that

his communication be freely circulated to make known his stand on current political problems.

It is, however, understood that

the reference to a Sino-Japanese

agreement has not been made

publicly in Shanghai and North

China.

FENG'S ALLEGIANCES.

In another telegram to Mr. Lo

Wen-kan, General Feng despatched

reports that he is interested in a

Monarchist restoration, declining

that he once drafted Pi Yi and his

followers from Peking. Concerning

a reference in the Lütan report

stating that he abandoned his

superior (Wu Pei-fu), Feng justifies his action saying:

"If my co-operation with the late

Dr. Sun Yat-sen in 1924 in a punitive expedition against those

associated with the bribery election

in 1923, and in expelling the

remnants of the Monarchs from

Peking, were to be considered

an act of betrayal, then all other revolutionaries

would be given to the same charge."

—Central Press.

NEW YORK STOCK EXCHANGE

A.O.F.C. QUOTATIONS FOR YESTERDAY

New York, 11.

Dow Jones averages:

Nov. 10, Nov. 11.

30 Industrials 65.54 68.03

20 Railroads 28.93 30.68

20 Utilities 28.65 29.88

Messrs. E. A. Pierce & Co. report:

"We think the market trend is

still upward and would take advantage of small recessions to buy more stock for trading positions. Business done:

2,000,000 shares."

Nov. 10, Nov. 11.

Air Reduction 55 55 55

Allied Chemical & Dyed 78 81

American Can 55 56

American Telegraph & Telephone 107 112

American Tobacco "B" 70 72

Anaconda Copper Mining 11 11

Auburn 43 43

Borden Company 25 27

Canadian Pacific 14 14

Chrysler Motors 16 17

Consolidated Gas of New York 59 61

Drugs, Inc. 37 38

Du Pont de Nemours 37 39

Fiatman Kodak 63 66

Electric Bond & Share 20 23

General Electric 17 18

General Foods 23 28

General Motors 16 16

Gillette Safety Razor 18 18

International Harvester 22 24

International Tel. & Tel. 11 11

Liggett & Myers "B" 60 62

Loew's Inc. 29 30

Montgomery Ward 13 14

National Biscuit 40 41

Pacific Gas & Electric 28 28

Pennsylvania Railroad 15 16

Radio Corporation 7 8

Sears Roebuck 20 21

Standard Oil Co. of New Jersey 31 32

Sohony - Vacuum Corp. 8 9

Union Carbide & Carbon 25 26

United States Steel 70 74

Westinghouse Electric & M. 38 39

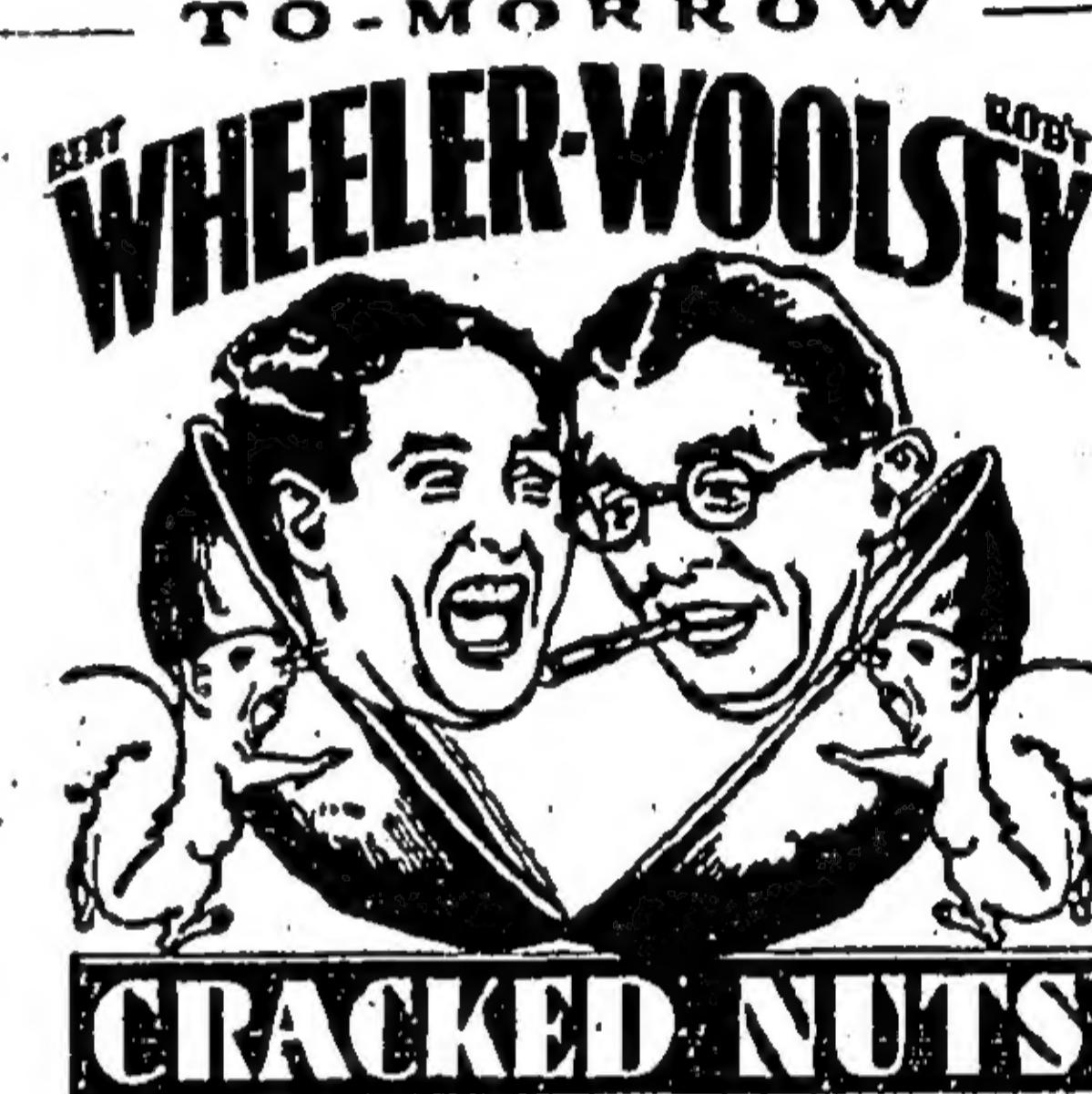
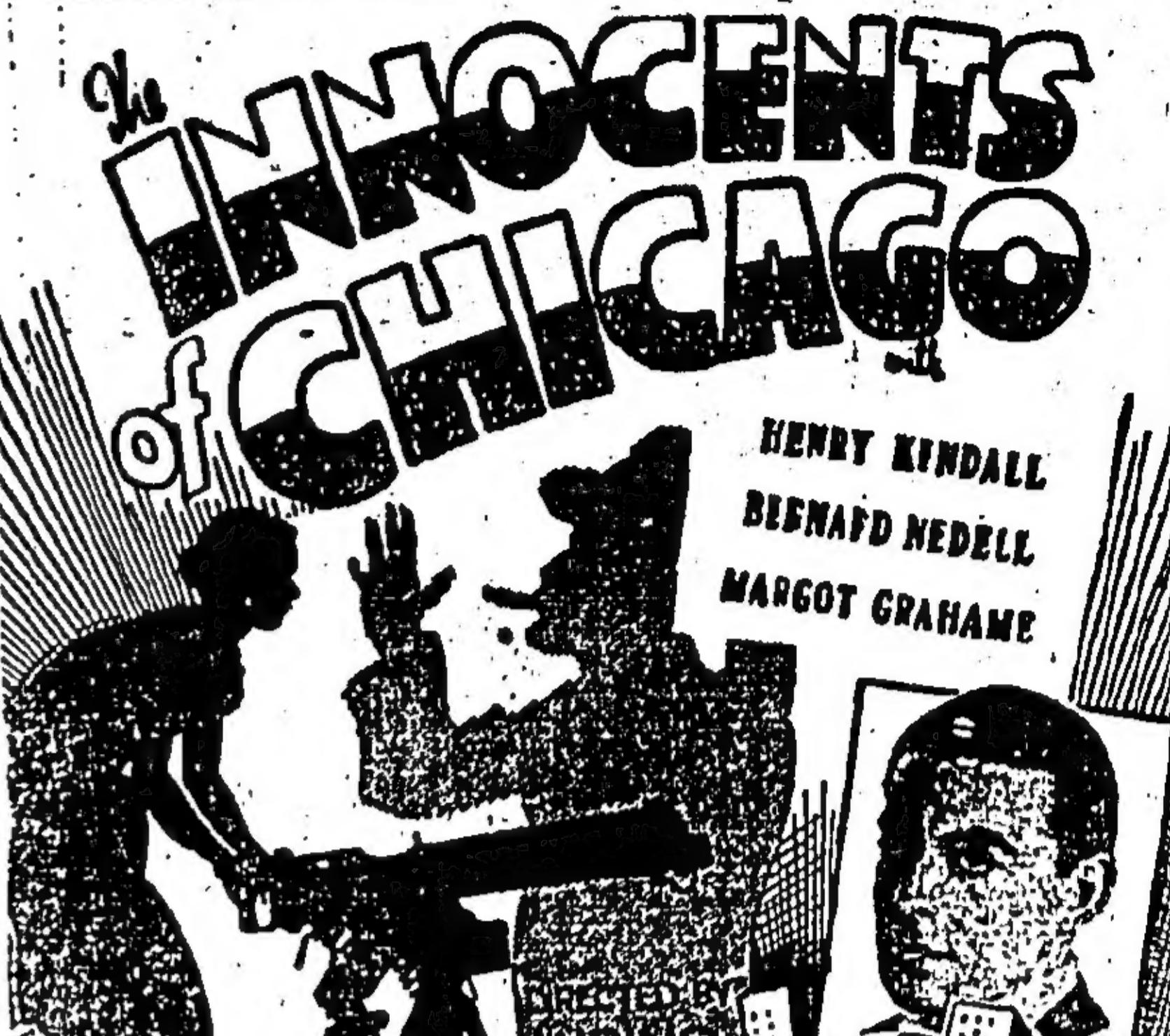
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*ex. divd.

Reuter.

QUEEN'S THEATRE

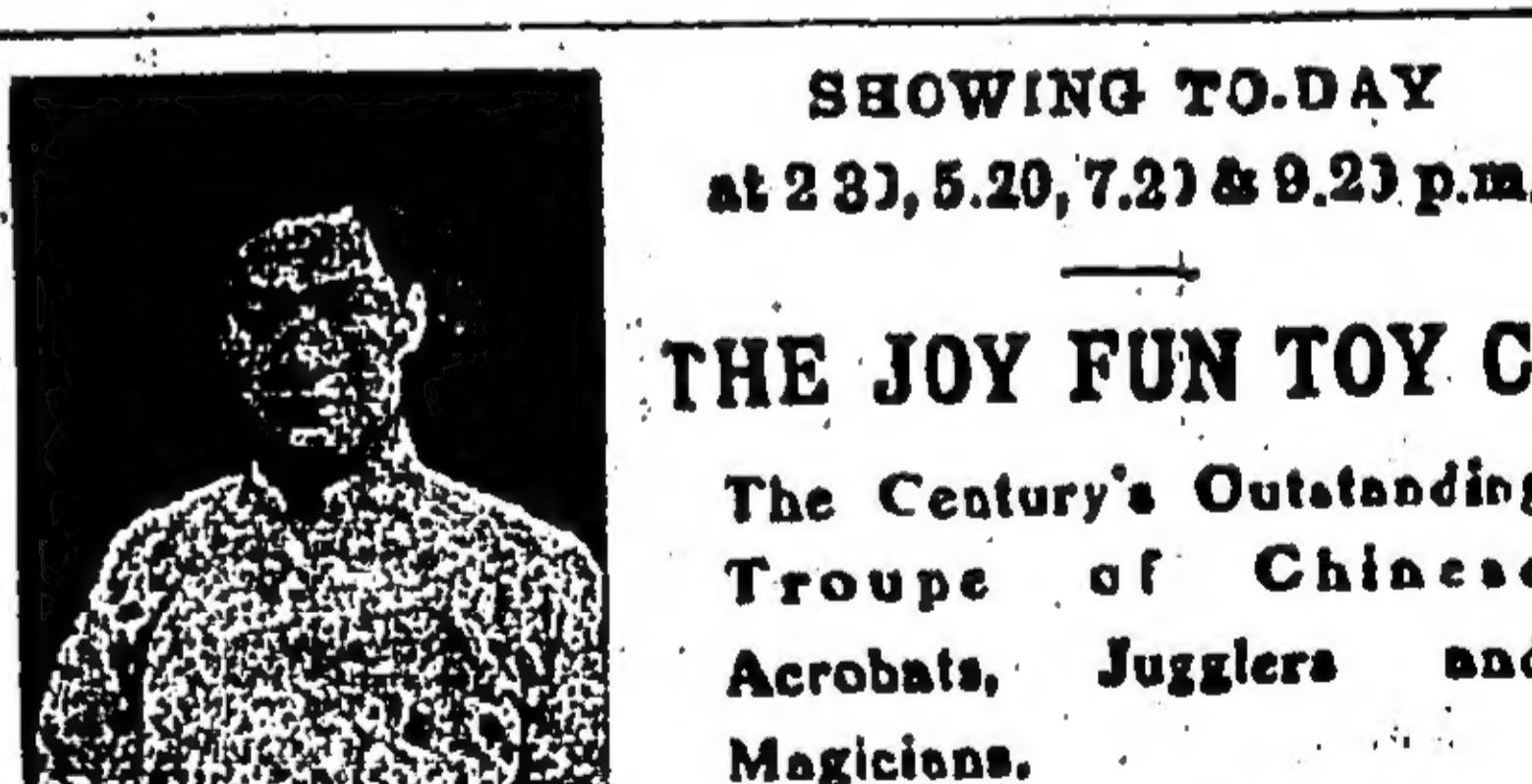
Final Showings To-day at 2.30, 5.10, 7.15 & 9.20
A RIOTOUS SATIRE ON CHICAGO GANGSTERS!



AT THE STAR

TO-DAY ONLY
The THRILLING RAILWAY MYSTERY DRAMA
"The GHOST TRAIN"
with JACK HULBERT - CECIL COURTNEIDGE

MAJESTIC



THE COMPANY WILL APPEAR WITH THE USUAL PICTURE PROGRAMME

AT 5.20, 7.20, & 9.20 P.M. ONLY.

ON THE SCREEN ROBERT ARMSTRONG LILA LEE

in "THE RADIO PATROL"

THIEVES ENCOURAGED

STREET DOORS SHOULD NOT BE LEFT OPEN

That leaving doors wide open at night in districts like Shamshui-poo, is nothing less than an invitation to robbers was emphasised again last night when five armed men held up a married woman and robbed her of a gold ring and \$73.

With an ax and three chisels the woman was sitting in her house waiting for her husband to return. Suddenly a man walked through the open door and asked for the head of the house. On being informed that he had not returned, the man drew a revolver and pointing it at the woman ordered them to keep quiet.

Four more men entered and after searching the place decamped with \$73 and a gold ring. The police were informed and investigations are proceeding.

ORIENTAL THEATRE

TODAY ONLY
AT 2.30, 5.15, 7.15 & 9.15 p.m.

What happens to the beauty queen who is coming for a day — and are never heard of again? The answer is sensational!

with JOAN BENNETT SPENCER TRACY

Directed by JOHN BLYSTONE PIX PICTURE

Printed and Published for the Proprietors by FREDERICK PARKER

FRANKLIN, at 1 and 2, Wyndham Street, in the City of Victoria, Hong Kong.

It's a Universal Super Production.